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No. 27,092 HONG KONG, THURSDAY, JANUARY 31, 1929. PRICE \$3.00 Per Month.

## TO-DAY'S NAVAL REVIEW IN HAPPY VALLEY

**FAREWELL TO VICE-ADMIRAL  
SIR R. Y. TYRWHITT**  
COMMANDER-IN-CHIEF

Vice-Admiral Sir Reginald York Tyrwhitt, Bart., K.C.B., D.S.O., D.C.L., who has been the Commander-in-Chief of the China Station during the past three years and who is about to relinquish his high office to Vice-Admiral Arthur Kipling Waistell, C.B., who has commanded the First Cruiser Squadron, bade farewell to his officers and men of the station at a Naval Review held this morning at Happy Valley.

The weather, though cloudy, was quite suitable for the ceremony, which took place in the presence of a fairly large number of spectators, chiefly composed of service officers, a few civilians and members of their families who had plenty of accommodation placed at their disposal by courtesy of the Stewards of the Jockey Club.

The review, comprising a brigade was made up as follows:

Brigade Commander: Captain the Hon. W. S. Lyveson-Gower, D.S.O. of H.M.S. "Cornwall."

No. 1 Battalion consisted of ratings from the cruisers H.M.S. "Kent," H.M.S. "Cornwall" and H.M.S. "Suffolk."

No. 2 Battalion, ratings from H.M.S. "Hermes," the Fourth Submarine Flotilla, Eighth Destroyer Flotilla and Sloops.

No. 3 Battalion, Royal Marines of all ships present.

Before 10 o'clock, which was the time arranged for the review to take place, the men were lined up in their positions, in massed formation with rifles at the slope and bayonets flashing. The marine band was in the background and the fife band in front of the stand. The latter with pleasing selections enabled the spectators to while away the time agreeably. Overhead an aeroplane occasionally flew around the Valley.

The Admiral's Arrival

Well up to time, the Vice-Admiral and his staff came upon the scene, and were courteously greeted by the spectators. The staff comprised Flag Captain J. Wolfe-Murray, D.S.O. (Chief of Staff), Flag Lieutenant J. R. J. Tyrwhitt; Secretary, Pay-Comdr. K. E. Badcock, D.S.O., D.S.C.

Almost simultaneously Major-General C. C. Luard, C.B., C.M.G., General Officer Commanding, arrived and exchanged salutes with the Admiral, by whom he was received.

A move was then made to the Saluting Base, which was marked with the Royal Ensign, the Royal Marines "Band" meanwhile playing a few bars of "Rule Britannia."

The Parade

In all there were some 1,000 men on parade, a comparatively small number of whom were Royal Marines—about 60 all told. The seamen, who presented a splendid appearance, spick and span in every respect, gave every indication of being efficient to a very high degree. They were in the command of their respective officers, and were formed in bodies of about 60 each, as they marched past the Saluting Base. Before this stage was reached Vice-Admiral Tyrwhitt and his staff, accompanied by Major General Luard, inspected the men.

At the Saluting Base, the Vice-Admiral, his staff and Major-General Luard took up their positions, Vice-Admiral Tyrwhitt being slightly in front to take the salute. Each unit to the appropriate strains of "Hearts of Oak," marched past with faultless precision and gave the salute splendidly. The men were in company formation, and on their return marched in brigade order, quarter column.

While the salute was being taken, nine aeroplanes of the Royal Air Force from Kai Tak swooped over the Valley in formation of three, returning singly and dipping down towards the Saluting Base in doing so. This was the most spectacular event of the review. The aviators gave the spectators and all taking part in the review quite a thrilling time while they careered overhead.

In every respect the review was splendid, quite an indication in miniature of what the British Royal Navy stands for—first rate efficiency.

## "HSINWAH" INQUIRY EVIDENCE AS TO THE WIRELESS MESSAGES WAS THERE DELAY?

The "Hsinwah" inquiry was resumed at the Central Magistracy this morning, when translations of the telegraph tapes used both at Waglan and the Radio Telegraph Office on the morning of the disaster were put in by Mr. F. A. Kemp, Government telegraph engineer. The witness agreed that it was clear that there was some delay at R.T.O., in taking the 5.20 message from Waglan, but in his opinion the delay was not more than five minutes.

The Chinese quartermaster of the "Hsinwah" who was rescued also gave evidence. He was searchingly examined by the Coroner who asked if he thought it was a fair proportion that in the boat he was in charge of there should be only four passengers and 16 members of the crew.

The Hon. Comdr. G. F. Holo, R.N. (retired) again sat on the bench with the Coroner and jury. Mr. M. Watson watched the proceedings in the interests of the China Merchants S.N. Co., owners of the "Hsinwah."

Telegraph Engineer's Evidence

The first witness this morning was Mr. Kemp. He produced translations of every thing that appeared on the two tape records of signals exchanged between Waglan and R.T.O., on the morning of January 16. The times on the translations the witness said he got from the R.T.O., register and were placed on the translations in order to identify the tapes.

Answering the Coroner, the witness agreed that there was no "Repeat" on the Waglan tape at all between 8 and 4 a.m. There were several "Repeats" in the 4.2 message.

Mr. Lindsell remarked that clearly before sending the 5.20 message there were several attempts to get R.T.O., by Waglan, and for some reason or other the R.T.O. operator refused to take the message.

Mr. Kemp made no remark. Proceeding, the Coroner said that it would appear now that the R.T.O. operator's evidence that he was not called up until 5.20 could not be true.

"No Time Recorded"

Mr. Kemp replied that there was no time recorded on either of the tapes. He had no doubt that there was some delay in taking the 5.20 message, but he could not say how long it was.

Asked by the Coroner if he thought it possible that there was a delay of 15 minutes, the witness disagreed. He was on the opinion that it could not have been more than five minutes.

Mr. Lindsell: Of course, it is for the jury to decide, but it appeared from this that the sender was angry. It is obvious that the R.T.O. operator refused to take the message.

Mr. Kemp: I don't think so.

A Quartermaster

Sze Po-lun, a quartermaster of the "Hsinwah," was next called. He said that he was on duty between midnight and 4 a.m., on January 16. He did two hours on the bridge and two in the wheel-house. He was on the bridge from 12 to 2 a.m. His duty on the bridge up to 2 a.m., was at the wheel. After 2 a.m., witness went to the wheel-house below.

The Coroner could not understand how the witness went into the wheel-house below when in his earlier evidence he had stated that the wheel was on the bridge. Mr. Watson said that he was informed that there were in fact two wheels, one on the bridge and one below.

Did Not See Light

Proceeding with his evidence, the witness said that the second officer named Kwok (Kuo) was on the bridge all this time. After 2 a.m., the witness was told by Kwok to read the log. It was about 2.25 a.m. He did so and reported to the second officer that the log then read 104. From the wheel-house, the witness could not see ahead, and consequently he did not see Waglan light.

A few minutes after the witness had read the log the light came into view. Witness received no further orders from the second officer after 2.25 a.m. and he returned to the wheel-house. He could not say if after sighting Waglan light the second officer (Continued on Page 14.)

## "THIS IS POSITIVELY GHOSTLY!" PRINCE & PEOPLE

**H.R.H. SADDENED BY SIGHTS IN  
WORKLESS AREAS**  
A BRIGHT NOTE

London, Yesterday.  
The Prince of Wales continued his tour of the distressed coal-fields of northern England to-day, visiting the mining villages of Northumberland. He was visibly distressed by some of the signs of extreme poverty that he saw. His journey was again entirely informal.

When he left his car on arrival at each village he tramped through mud and slush to pay unexpected visits to miners' cottages. Seldom did the people realise their visitor was the Prince until he told them so. Sometimes he waited until a complete list of necessities had been made out before moving on.

Prince Astonished

He emerged from one cottage remarking sadly that he was astonished that human beings had to live in such squalor.

He took a note of the occupants' principal needs and once remarked: "This is positively ghostly." A cottager replied: "It is better than nothing. We have at least a roof overhead although we could do with some bed clothes, of which we have none."

The Prince took away the time-sheets at Crumlington, showing that many men's wages were seven shillings weekly. He conversed with a man who was blinded in a colliery accident three years ago, who got notice of ejection from his cottage and did not know where he was going, who added: "I am almost past caring." A bright spot was provided at the Wallsend training centre, where 400 young miners are undergoing artisan training under the transference scheme.

The Prince of Wales abandoned his intention of lunching at Morpeth and went to Ashington where he lunched from sandwiches in a colliery—British Wireless Service and Reuter.

## BREWER CASE BRITAIN ASKS FOR A REVISION PORTUGUESE ACTION

London, Yesterday.

In the House of Commons the Foreign Secretary said that instructions are being sent to the British Ambassador in Lisbon to request the Portuguese Government to order a revision of the case of Mr. Brewer, second officer of the steamer "Clan Lamont," who after arrest on a charge of theft of £1 was imprisoned for nine months while awaiting trial in Portuguese West Africa and was then condemned to 360 days' imprisonment and £18 fine or another 90 days' imprisonment—British Wireless Service.

## GAINING STRENGTH SATISFACTORY BULLETIN ON THE KING

London, Yesterday.

A bulletin issued to-day states that the King continues to gain strength slowly and His Majesty's progress is satisfactory. The bulletin is regarded as one of the most definitely satisfactory statements yet issued. It is the first issued since the satisfactory one of last Saturday. It is understood the date for the issue of the next bulletin has not yet been decided but from now on bulletins will be issued only at considerable intervals, probably only about once weekly—British Wireless Service.

## LADY'S DEATH SUDDEN PASSING AT LOCAL HOTEL

The death occurred suddenly this morning, of Madame Darius Marilly, at the age of 35 years. M. and Mme. Marilly live in St. Francis Hotel, and the lady was found dead in bed, by her husband at 5.30 a.m. It is understood that they are new arrivals in the Colony. The police were informed by telephone, and the body was removed to the public mortuary.

## HIGH COUNCIL MADE MISTAKE IN BOOTH CASE

**THE GENERAL AGENT TO HAVE  
JUDGE BRINGING UP**

Mr. Justice Brunning up in the Booth case, that the High Council made a mistake, doubtless innocently, by not giving General Booth an opportunity of attending personally or by a representative to explain why he resisted the Council's attitude. This could be put right as the Council had not yet broken up. Therefore the injunction must be limited in order not to prevent the Council immediately rectifying the mistake and ultimately adjudicating in the matter—Reuter.

## THE NEXT TEST

In spite of rumours to the contrary, England's team for the Fourth Test Match at Adelaide will not be changed. An announcement to this effect has been received from Reuter.

England, having won the first three Tests, has annexed the rubber and retained the Ashes. It was thought that other members of the sixteen might be given a chance but this, it now appears, is not to be the case. England's team for Adelaide will therefore be: A. P. F. Chapman (captain), J. C. White, D. R. Jardine, J. B. Hobbs, H. Sutcliffe, W. R. Hammond, E. Hendren, G. Geary, M. W. Tate, H. Larwood, G. Duckworth.

Those who will not be playing are M. Leyland, E. Tyldesley, L. Ames, F. Freeman, C. P. Mead. (Note: Mead played in the First Test but his place has been taken by Geary.)

## SPANISH REBELS CIUDAD REAL TROUBLE OVER PLANE HELPS

Madrid, Yesterday.  
Leaflets dropped from an aeroplane helped to quell the revolt at Ciudad Real. They bore the message: "The whole of Spain is quiet. Surrender immediately and return to barracks, otherwise you will be bombarded to-morrow." Half an hour later the rebels withdrew their guns and returned to barracks. Civil authorities have returned to their posts and normal life has been resumed—Reuter.

## WEATHER FORECAST

N. E. winds, fresh, overcast, some light rain or mist, is the forecast until noon to-morrow. The anticyclone central over S. E. Mongolia has strengthened slightly. The Bonins depression has passed into the Pacific. The western depression is central to the east of Tourane. Fresh monsoon may be expected along S.E. coast of China and over the North China Sea.

## AIR CRASH THREE R.F.F. MEN KILLED

London, Yesterday.  
Flying Officer Angie and Air-craftsmen Johnson and Howick have been killed in an aeroplane crash at Eastchurch—Reuter.

## HOLLAND-B.A. WIRELESS TELEPHONY TO BE OPENED

Amsterdam, Yesterday.  
Wireless telephone communication between Holland and Buenos Aires will be opened to the public on February 4—Reuter.

## TO-DAY'S DOLLAR

The closing rate of the dollar on demand, 12/0 1/16.

## NEW C.I.C. TO HOIST HIS FLAG ARRIVED TO-DAY

**VICE-ADMIRAL A. K. WAISTELL  
AND STAFF**  
CHANGE OVER TO-MORROW

Vice-Admiral Arthur Kipling Waistell, C.B., the new Commander-in-Chief, China Station, arrived in Hong Kong to-day on the P. & O. s.s. "Macedonia," accompanied by members of his personal staff. His flag will be hoisted in H.M.S. "Cornwall" at 8 a.m. to-morrow and transferred to H.M.S. "Kent" the flagship, at sunset.

The flag of the present Commander-in-Chief, Vice-Admiral Sir Reginald Y. Tyrwhitt, Bart., K.C.B., D.S.O., D.C.L. (whose Review is described elsewhere in this issue), will be struck in "Kent" at sunset to-morrow. Sir Reginald, his family and his personal staff sail for Home on Saturday by the "Morea."

The Staff

The new Commander-in-Chief hoisted his flag in H.M.S. "President," at Home, prior to embarking for Hong Kong.

Those of His Excellency's staff who came out on the "Macedonia" are:—  
Secretary: Pay Comdr. L. C. E. Ayre, O.B.E.  
Flag Lieutenant: Lt. Evans.  
Pay Lt. Comdr. H. T. Isaac.  
Pay Lt. R. Bailey.  
Pay Lt. J. H. P. Proctor.

From 1924 to 1926 Vice-Admiral Waistell commanded the First Cruiser Squadron. Previously he had commanded destroyer flotillas, Atlantic Fleet (1922-23). He was also Lord Commissioner of the Admiralty and Assistant Chief of Staff (1923-24). He served in the World War (1914-1918) and was mentioned in despatches. He is 56 years old.

## CUP SOCCER PALACE AND SWINDON SURVIVE ORIENT WHACKED

London, Yesterday.  
Fourth-round F.A. Cup replays resulted as follows:—  
Orient 0, Villa 3.  
Palace 5, Millwall 3.  
Swindon 3, Burnley 2.  
Derby 0, Blackburn 3.  
Bolton 5, Liverpool 2.  
After extra time.  
In a Division I match Manchester City beat Bury 6-4, and in Division II Barnsley lost to Chelsea 0-1—Reuter.

## DRUG DEALERS DECISION OF OPIUM COMMISSION REPORT TO COUNCIL

Geneva, Yesterday.  
At the instance of Sir Malcolm Delevingne, the Opium Commission has adopted a proposal that all firms exporting large quantities of drugs and whose names figured in several confiscation cases shall be pilloried and mentioned in the Commission's report in the League Council—Reuter.

## EX-PREMIER HELD ECHO OF THE SEPTEMBER SPANISH PLOT THE DICTATOR

Madrid, Yesterday.  
Ex-Premier Sanchez Guerra has been detained in the military prison at Torres de Cuarte, Valencia. He was frequently mentioned at the time of the discovery of the September plot to overthrow the dictator, whose opponents regard him as the dictator's successor—Reuter.

## CHINA TREATIES BRITAIN REVIEWING THE WHOLE SUBJECT

London, Yesterday.  
In the House of Commons, questioned whether the Government proposed to open negotiations for the revision of existing treaties with China, Sir A. Chamberlain said the Government was considering the whole subject—Reuter.

## WATERBOAT CO. 24TH ANNUAL MEETING HELD TO-DAY

That an addition to the fleet would be available in June was intimated to-day at the 24th annual meeting of the Union Waterboat Co., Ltd., held in the office of the general managers, Messrs. Dodwell & Co., Ltd.

Mr. T. G. Weall (chairman) presided. He was supported by Messrs. C. G. S. Mackie, S. Kinoshita and A. L. Shields (members of the consulting committee) and Mr. D. E. de Souza (secretary). Other shareholders present were Messrs. W. E. Van' Eps, Harold Seth, P. Brown, W. S. Bailey, L. S. Greenhill, A. D. Humphreys, L. G. S. Dodwell.

Old Vessel Sold

The secretary read the notice convening the meeting. The accounts and report were taken as read. The chairman then said:—  
The profit for the year, after placing the sum of \$45,000 to reserve fund, and including balance brought forward from previous account, amounts to \$47,815.81. Your committee recommend that this be dealt with as follows:—

Pay dividend of \$1.25 on 27,723 shares ..... \$34,653.75  
Bonus of 25 per cent. 6,930.75  
Carry forward to new account ..... 6,231.31  
\$47,815.81

This dividend and bonus is the same as last year, and I trust meets with your approval.

You will notice that no appropriation has been made for depreciation on the fleet and in explanation I would say that profit on book value of one old vessel sold in 1927, amounting to \$13,050 more than sufficient to provide for depreciation in the usual liberal scale.

Investments Up

You will also notice that no sums are set aside for special repairs or insurance fund. Only two of the older boats now remain and it is hoped to dispose of these before it becomes necessary to lay out any large sum in repairs, and it is therefore considered that the special repairs fund, which has hardly been touched and stands at \$9,732.31, will be ample to provide for any repairs of a special nature. Insurance fund at \$71,969.97, is ample to cover the franchise on the fleet and needs no further building up for the present apart from pro rata insurance premia. The sum placed to reserve fund, viz. \$45,000, is approximately equivalent to the surplus on book value of three old boats and old unclaimed dividends. It is gratifying to note that investments show a further appreciation of \$21,609 during the year.

523,000 Tons of Water  
The new boat "Tal Yat," equipped with a semi-diesel engine, was placed in commission in August and is proving highly satisfactory and economical. We have recently laid down another boat of a similar type, but with full diesel engines, which should be ready about June and assist in supplying the demands that are now being made on our reduced fleet.

Your fleet has been maintained in a high state of efficiency as usual and essential for our trade. During the year, we supplied 523,000 tons of fresh water, which is rather less than the previous year and is due principally to smaller requirements by the Navy.

There are no further points requiring comment and I therefore propose that the Report and Accounts as presented be adopted. When this has been seconded, I shall be glad to answer to the best of my ability any question dealing with the accounts you may wish to ask.

Shareholder's Congratulation  
Mr. W. S. Bailey: I have much pleasure in seconding the adoption of the report and accounts, and also in congratulating the management on the good record. No question was asked and the chairman's motion was then carried unanimously.

Mr. L. S. Greenhill proposed and Mr. Harold Beth seconded the re-election of Messrs. Linstead & Davis, Chartered Accountants, as auditors for the current year at a fee of \$300. Also carried unanimously. Dividend warrants can be applied for now.

## ROYAL ARROW CASE RESUMED FATAL QUARREL

**BERNSON RE-EXAMINED IN  
SWEDISH  
PLANS PRODUCED**

The trial of Louis Pederson, charged with the murder of Zohn Zetterberg aboard the "Royal Arrow" on the night of the 18th, was resumed this morning at Kowloon Magistracy, before Mr. E. W. Hamilton.

Detective Inspector Lane conducted the prosecution for the Crown, and Mr. O. E. C. Marton (of Messrs. Deacons) appeared for the defendant.

His Worship, before hearing further evidence, stated that there was some doubt as to the exact purport of some of Bernson's (the chief witness) statements. He therefore proposed to take witness' evidence afresh, with a Swedish interpreter.

Mr. Marton asked if the previous evidence was to be disregarded. His Worship, whilst unable to reply definitely at this stage, thought that in any case, it would be better to take it over again in Swedish, with a view to clearing up the points in question.

The Cabin  
Mr. C. A. Grimes, an overseer in the P.W.D., was first called. He stated that on Friday, the 25th, he went to the "Royal Arrow," lying off Latchikok, together with Detective-Inspector Lane, who pointed out a cabin on the port side of the ship. Mr. Grimes produced six copies of a plan he made of this cabin.

Mr. Marton rose to remark that a trestle bench underneath the port-holes, which was a fixture, was not shown on the plan.

Questioned by His Worship, Mr. Grimes stated that he could not have noticed the bench.

His Worship—Its position has been fairly well established, and if necessary, it can be inserted.

Detective-Inspector Lane, recalled, said that the cabin shown on the plan was the one in which Zetterberg met his death.

Cross-examined by Mr. Marton, he stated that the bench was underneath the after port-hole.  
Bernson Recalled  
J. A. Bernson was then re-examined, Mr. H. Hallgren being sworn in as interpreter. His Worship asked defendant if he had clearly understood the proceedings so far. Pederson replied that he had, and that he also understood Swedish. His Worship also informed Bernson that he was to be examined in Swedish, and added that prisoner was at liberty to inform his solicitor any time he could not understand what was being said.

Bernson was then shown a copy of the plan, in order to explain the situation of the bunks and furniture in the cabin. He agreed that it was taken over, following almost identically what has previously been reported. At one point witness commenced to reply in English, but was directed to confine himself to Swedish.

Only One Blow  
Later, on the question of the quarrel about boxing between the other men, witness stated that they were "hitting each other occasionally" for some time before the fatal blow.

His Worship: This is where we begin to get away from it (the evidence previously taken in English).

Continuing, Bernson said that Pederson punched Zetterberg, and then struck him at the back of the ear with a full beer-bottle. There was only one blow. The bottle was smashed to pieces. Pederson left the cabin immediately after striking the blow.

Others Very Drunk

As regards the degree of drunkenness, witness was drunk, but not too much to see or remember what happened. The others were very drunk.

His Worship asked Mr. Hallgren to interpret the meaning of blind drunk, in this connection. Mr. Hallgren replied that the term "full" (?) in Swedish, used by witness, was the equivalent of "very tight."

The evidence of identification was then taken, and police witnesses will be recalled later.

London, Yesterday.—Major Segrave has sailed from Southampton for America where he will make attempts upon the land and sea speed records—British Wireless Service.



**HONG KONG TIDE**

The tide-table given below has been obtained by aid of the Tide-predicting Machine, which includes 40 components for the better prediction of tides, from the result of the analysis of the tidal observations, taken at the Kaulung tidal observatory under the direction of Dr. Doberck during the years 1887, 1888 and 1889.

The times and heights are given for Kaulung; but they may be used for the Victoria Naval Yard and Aberdeen, the differences being very small. The times of high- and low-water must not be considered to coincide with the times of slack-water and change of current, the two phenomena being quite distinct.

January 25 to 31, 1929.

DATE		HIGH WATER		LOWER WATER.	
Jas.	Standard Time	Hk	Standard Time	Hk	
Fri. 25	m 10 51	4.3	m 3 31	0.8	
	9 38	4.3	2 24	2.3	
Sat. 26	m 11 32	8.3	4 43	0.3	
	9 55a	8.1	3 13	2.3	
Sun. 27	10 45a	7.7	4 1	2.1	
Mon. 28	10 47a	4.4	m 5 54	0.8	
	11 32a	7.3	4 50 m	1.3	
Tues. 29	1 35a	4.5	m 5 32	1.3	
			5 41	2.3	
Wed. 30	m 2 30	8.5	m 7 13	1.7	
	2 56	4.7	6 48	2.4	
Thurs 31	m 1 7	8.7	m 7 53	1.3	
	2 42a	4.9	7 54	2.6	

**PRODUCE.**

		Jan. 25, June, June		
		1920.	1918.	1914.
		Cts.	Cts.	Cts.
鷄	lb.	50	80	31
綠皮	"	45	28	30
綠	"	50	28	30
斑	"	40	22	21
斑	each	80	22	21
斑	per doz.	32	18	21
新	"	35	25	20
地	"	65	36	24
南	"	40	36	24
新	"	45	24	24
海	"	55	80	24
雞	each	55	80	24

海火口	鷄公	lb.	35	28	—
火口鷄	鷄	lb.	—	—	—
火口鷄	鷄	lb.	—	51	45
火口鷄	鷄	each	—	—	—
火口鷄	鷄	pair	each	180	—
火口鷄	鷄	lb.	—	2	—
火口鷄	鷄	lb.	80	—	—

杏	仁	lb.	65	35	—
金山萍菓	仁	lb.	20	24	—
燕山香菓	仁	lb.	6	4	—
楊桃	桃	lb.	—	12	—
椰子	子	each	14	10	10
椰	子	lb.	8	25	30
金山林菓	仁	each	8	8	—
荔枝	干	lb.	—	25	30
新會荔枝	干	lb.	10	—	—

橙	..	..	..	15	
沙	..	..	18	—	—
花	..	..	14	10	12
紅	..	..	..	12	—
大	..	..	5	8	—
暹	..	each	17	12	6
合	..	lb.	20	—	16
菩	提	子	..	45	—

ables, &c.

鴉	..	..	..	8	
芝	..	..	12	—	7
竹	..	each	15	—	8

芽豆	菜角	10	8	—
紅	頭	5	24	—
青	瓜	6	5	8
苦	瓜	8	5	8
紅	菜	8	—	—
芥	菜	12	12	—
腳	菜	4	—	—
中	菜	each 16	—	—
大	菜	18	—	—

all)	細盆	花	9	6	6
	菜	lb.	7	6	6
	銀	9	8	10	6
	糖	10	25	25	5
	辣	11	22	10	16
	紅	12	10	8	12
glish.	青	13	10	8	—
	菜	14	8	2	—
	清	15	8	6	6
	蒜	16	10	7	—

老薑	8	10	—
anghi	18	8	4
菜	8	45	—
生	8	1	1
馬蹄	8	—	8
林馬蹄	10	—	8
桂草	—	—	8
洋蔥	—	1	10
生	8	8	8
生	8	4	6

頭菜	6	6	—
海菜	5	60	8
菜	20	3	—
薯仔	5	8	—
蓮子	—	8	—
瓜	5	4	4
菜	4	—	—
炒	5	—	10
菜	—	—	8
菜	10	8	—

.....	加	.....	0	2	7	—
.....	國	.....	3	3	7	—
(Long)	荷	.....	4	4	8	—
W.....		.....	5	5	9	—
	西	.....	—	—	10	—
	洋	.....	—	—	10	—
	來	.....	4	4	8	—
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Phone C. 22  
FOR  
**CLASSIFIED  
ADVERTISING**

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**WANTED**

WANTED.—English Woman seeks daily employment. Capable child's Nurse. Apply to Box 580, c/o "China Mail."

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LOST.—Between Quarry Bay and Hong Kong Central one Lady's Gold Bracelet Watch Square Shape. Reward. Apply Box No. 579, c/o "China Mail."

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TO LET.—A Spacious and Well-Lighted Godown, 151, Praya East. Apply:—Gando, Price & Co., Ltd.

TO LET.—Offices to be let in Queen's Road, Central. Apply to E. D. SASSOON & Co., Ltd., French Building.

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A FEW  
THREE-ROOMED  
UNFURNISHED  
MODERN EUROPEAN FLATS  
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Motor road up to flats  
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SPECIAL PHYSICAL CULTURE  
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Mme BARONELLI, ARTISTE.—  
School of dancing for children and  
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Within an hour from London.  
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SCHOOL for GIRLS and SMALL  
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in the House of the Principal. In-  
dividual care and attention. For  
Particulars apply to:  
MISS RUTH CULLEY  
(Camb. Higher Local).  
(Camb. Teachers' Diploma).  
MISS GERTRUDE TURNER  
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"The Little Shop  
round the corner"  
HATS of  
DISTINCTION  
to suit all  
occasions—  
morning,  
afternoon and  
evening.  
7, Ice House St.

G. R.  
**PUBLIC AUCTION.**

**PARTICULARS & CONDITIONS**  
of the Sale by Public Auction  
to be held on MONDAY, the  
4th day of February, 1929, at  
8 p.m., at the Offices of the  
Public Works Department, by  
Order of His Excellency the Gov-  
ernor, of one Lot of Crown Land  
at Shamshui, in the Colony  
of Hong Kong, for a term of 75  
years, commencing from 1st July,  
1898, with the option of renewal  
at a Crown Rent to be fixed by the  
Surveyor of His Majesty the King,  
for one further term of 24 years  
less three days.

**PARTICULARS OF THE LOT.**

No. of Sale	Boundary Measurements	Contents in Square Feet	Annual Rental	Upset Price
Registry No.	Locality	N. S. E. W.	ft. ft. ft. ft.	ft. ft. ft. ft.
1	New Kowloon Island			
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Surveyor of His Majesty the King,  
for one further term of 24 years  
less three days.

**PARTICULARS OF THE LOT.**

No. of Sale.	Registry No.	Locality.	Boundary Measurements.				Contents in Sq. feet.	Annual Rental.
			N.	S.	E.	W.		
			ft.	ft.	ft.	ft.		
3	New Kowloon Island Lot No. 1324.	Joining New Kowloon Island Lot No. 117, Chungking Road, Chungking.	As per sale plan.				About	16



**DODWELL & COMPANY, LTD.**

FOR NEW YORK AND BOSTON via SUEZ.  
M.V. "MUNCASTER CASTLE" Sails on/or about 3rd February.

**LLOYD TRIESTINO**

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE  
FOR BRINDISI, VENICE AND TRIESTE (FIUME).  
TAKING CARGO ON THROUGH BILLS OF LADING TO  
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK  
SEA AND DANUBE PORTS.  
REDUCED PASSAGE RATES.

BRINDISI, VENICE & TRIESTE .. \$72.10.0  
LONDON .. \$80.0.0.

**NEXT SAILINGS.**

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE & MOJI.  
From Hong Kong.  
S.S. "TIMAVO" Sails on/or about 31st January.  
S.S. "REMO" Sails on/or about 4th February.  
S.S. "PIAVE" Sails on/or about 19th February.  
M.V. "VIMINALE" Sails on/or about 28th February.

**HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.**

From Hong Kong.  
S.S. "VENEZIA" Sails on/or about 10th February.  
S.S. "TIMAVO" Sails on/or about 28th February.  
M.V. "REMO" Sails on/or about 5th March.  
S.S. "PIAVE" Sails on/or about 23rd March.

**NATAL LINE OF STEAMERS****FROM CALCUTTA & COLOMBO TO SOUTH AFRICAN PORTS.**

S.S. "UMZUMBI" Sails from Calcutta early February.  
S.S. "UMVOLOSI" Sails from Calcutta 5th March.  
S.S. "UMZUMBI" Sails from Calcutta 2nd May.

Regular Passenger and Cargo Service to South African Ports.  
Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines apply to—  
**DODWELL & CO., LTD., Agents.**  
Telephone Central 1030.

**N.Y.K. LINE**

THROUGH BOOKING TO EUROPE AT REDUCED RATES,  
\$120, \$112, \$110, \$102, \$93, via San Francisco.  
G\$440, G\$420, via Japan and Seattle.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.  
SHINYO MARU .. Wednesday, 20th February.  
SIBERIA MARU .. Wednesday, 6th March.  
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via  
Singapore, Penang, Colombo, Suez.  
HAKONE MARU (Cable Mail) .. Saturday, 9th February.  
SUWA MARU .. Saturday, 23rd February.  
FUSHIMI MARU .. Saturday, 9th March.  
SYDNEY & MELBOURNE via Manila & Ports.  
KAGA MARU .. Wednesday, 20th February.  
TANGO MARU .. Wednesday, 20th March.  
BOMBAY via Singapore, Penang, & Colombo.  
TAMBA MARU .. Monday, 11th February.  
SEIYO MARU .. Sunday, 24th February.  
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,  
Mexico & Panama.  
ANYO MARU .. Friday, 1st February.  
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.  
KAWACHI MARU .. Monday, 4th March.  
NEW YORK via PANAMA.  
ATAGO MARU .. Friday, 1st February.  
KUMA MARU .. Saturday, 9th February.  
LIVERPOOL via Port Said, Geneva, Marseilles.  
DELACOA MARU .. Wednesday, 20th February.  
CALCUTTA via Singapore, Penang & Rangoon.  
MALACCA MARU .. Saturday, 9th February.  
NAGANO MARU .. Friday, 15th February.  
SHANGHAI, KOBE & YOKOHAMA.  
MUTOHARA MARU .. Saturday, 2nd February.  
MOTOHARA MARU .. Sunday, 3rd February.  
HAKOZAKI MARU .. Monday, 4th February.  
MOTOHARA MARU .. Tuesday, 5th February.

Reduced 1st Class Excursion Rates quoted between Manila and Australia.  
For further information apply to—**NIPPON YUSEN KAISHA.**  
Tel. Central No. 292 (Private exchange to all departments.)

**O. S. K.**

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore  
Colombo, Suez and Port Said. Friday, 8th February.  
ATLAS MARU .. Rio de Janeiro, Santos & Buenos Aires—via Saigon, Singapore,  
Colombo, Durban & Cape Town. Friday, 8th February, 1929.  
MONTEVIDEO MARU .. BOMBAY—via Singapore & Colombo. Sunday, 3rd February.  
HONOLULU MARU .. SUMATRA MARU .. (Calls at Penang & Karachi).  
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR  
& MOMBASA—via Singapore & Colombo. Tuesday, 19th February.  
CHICAGO MARU .. CALCUTTA—via Singapore, Penang & Rangoon. Friday, 1st February.  
SEATTLE MARU .. (Calls at Belawan Deli).  
KASADO MARU .. MONDAY, 18th February.  
VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Japan Ports From  
Shanghai. Sunday, 3rd February.  
ALABAMA MARU .. MELBOURNE—via Manila, Brisbane & Sydney. Wednesday, 6th February.  
HIMALAYA MARU .. BANGKOK—via Saigon. Monday, 4th February.  
HAIKONG—via Hanoi & Pakhoi. NEW YORK—via Japan ports, San Francisco & Panama.  
JAPAN PORTS. SHINOH MARU .. OCEAN MARU .. ALASKA MARU .. KRELLING—via SWATOW & AMOY. SUNDAY, 3rd February. Noon.  
CANTON MARU .. HOZAN MARU .. TAKAO—via SWATOW & AMOY. THURSDAY, 7th February 10 a.m.  
TAKAO & KRELLING .. BATAVIA MARU .. For further particulars please apply to—**OSAKA SHOSHO KAISHA.**  
Tel. Central No. 4088, 4089, 4090.

**SHIPPING SECTION.****ON THE PACIFIC**

NEW SERVICES TO BE  
ESTABLISHED  
VANCOUVER'S AIM

Steamship developments on the Pacific Coast of Canada are unusually active. Vancouver has come rapidly to the front amongst the big and busy ports of the American Continent. In the less than fifty years that have passed, its shipping interests have grown faster than any other. It looks today for world trade. "Empress" liners keep it in touch with Asia, its wheat carriers pass through the Panama Canal to Europe, its coastal trade has doubled every few years, and now it is reaching out for fresh conquests on the Western Coast of Central and South America.

To investigate commercial openings in those parts a Canadian Trade Commissioner has been travelling through them for some time, to discover whether the Dominion Government would be warranted in doing for the Pacific trade what it is now doing for trade between the British, West Indies and the Eastern Coast of Central and South America and Eastern Canada. The Commissioner's reports have on the whole been favourable. Vancouver will thus have another shipping connection added to its many other mercantile activities.

**Services in the Far West**

While a fleet of vessels will in time be built by the Canadian Government for this new Central and South American trade, it is proposed to begin with a development of Canadian-Mexican commerce on the Pacific. Gradually the services of the new line will be extended to Central America, and soon after to South American ports along that coast. Vancouver will be the principal Canadian terminus of the service. The volume and character of Canada's exports and imports developed by this enterprise will not be known until the line has been some time in operation. But it is believed that the Pacific products of Canada and those of Central and South America will be largely complementary.

Canada is therefore, through the agency of its Federal Government, cultivating new trade relations, by means of its State-owned steamships, on both sides of the Western Hemisphere. On the eastern side it has, of course, a long history of trade with West Indies and the East Coast of Central and South America. Similar developments on the Pacific have been delayed only because that part of the world has not been energized by Western civilization to the same extent as the countries contiguous to the Atlantic Ocean. But the general westward movement, begun in a large way some 50 years ago, is beginning to tell, and to make the world take notice. Vancouver is an illustration.

**Vancouver & the Panama Canal**  
A still larger question also agitates some of Vancouver's shipping men. Will the Government do for its trans-continental railway system what the Canadian Pacific has done—put on a line of steamers to the Orient? That would, of course, be in direct competition with the "Empress" liners. Everything depends on the future development of freight and passenger traffic with the East. Now that the Dominion Government has actually entered into the steamship business, there is no certainty as to how far it may go. As such a line, if started, would no doubt operate from Vancouver, it would still further tend to the development of that port. Prince Rupert gave some promise when it first became a terminus of the Grand Trunk Pacific. But the port has scarcely grown as fast as expected. Vancouver not only overshadows any ports on the Pacific Coast of North America, perhaps San Francisco excepted, but has become in a comparatively brief time the third largest city in the Dominion.

With its new steamship service to Central and South America, and its new cargo ships to Australia, this Western port of the Dominion and gateway to the Orient will have about half a hundred regular steamship lines running into it. With one pier alone costing \$7,000,000 it now feels that it has earned the name of "premier port on the Pacific." Its aim to surpass other ports anywhere on the Pacific Coast thus seems to be nearing realization. The time may be short when such a claim is fully verified by the hard facts of trade and commerce.

**Grain Handling**

Perhaps the most noticeable thing about Vancouver's harbour, just now is the grain elevating business. (Continued on page 5.)

**NORWAY'S HARBOUR**

COMPLAINTS OF HIGH  
CHARGES  
TONNAGE DUES

Some attention has been attracted in Norway by the publication in an industrial journal of complaints concerning the charge which are made at native ports on the goods handled, especially in the case of Oslo. It appears that manufacturers are disgusted with the charges, which they consider to be too high. The development in Oslo, as in other Norwegian harbours, has been in the direction of transferring a proportionate share of the harbour expenses to the goods handled, which in former times were almost exempt from harbour taxes. On the other hand, critics of the statements made by the journal contend that it is not unreasonable for owners of goods to pay a reasonable charge for the utilisation of the harbour, accommodation and plant, especially having regard to the large amount of money expended in recent years, particularly in Oslo, on the provision of equipment for the handling of the goods.

Apart from the harbour charges on goods and ships, shipowners have to pay light and tonnage dues to the Norwegian State, and they also maintain that the expenses are too high. Both parties desire a reduction, but this would mean in the case of the Oslo harbour administration that other sources of income would have to be obtained. This might take the form of a subsidy by the Oslo city authorities, but the prospects of this being given are said not to be particularly favourable at the present time.

On the other hand, "Norges Handels og Sjøfartstidende" states that the State should reduce its taxes. In its opinion it must be characterised as almost an impropriety that the State should yearly earn large amounts in light and tonnage dues, while the Oslo harbour administration is in need of money, and traffic with Norway is heavily burdened, taking all taxes into consideration.

The question of the division of taxes as between the ships and the cargo is left for the mutual discussion of the interested parties. But the newspaper says that one has to reckon with dear harbours and cheap harbours, as with a harbour having rapid despatch and one having slow despatch. The amount of the taxes contributes towards a harbour's reputation, and consequently affects the freights. In many cases this exercises a great influence on what quantity of goods a harbour receives to handle. When the question concerns keenly competitive ports as, for instance, Rotterdam and Antwerp, this is obvious, but this also plays a part in Oslo.

**Antiquated English Harbours?**

In this connection the newspaper states that it is significant what influence poor harbour conditions exercise. Thus it is mentioned that Norwegian goods, which were formerly sent via England, are now being forwarded to an increasing extent via Continental ports, because many British harbours are antiquated and offer too poor despatch for the large cargo ships of modern times. In initiated circles it is said to be a well-known fact that these conditions play a great role not only in the case of the transit trade via Great Britain, but also for that country's exports of coal.

It is not likely that the new Central and South American service will have much wheat, to carry, since the Latin-American Republics raise grain of their own. But nearly all the rest of the world's wheat gets to the world through Vancouver, more or less. In this respect the Panama Canal has been the greatest developing factor. Whereas in 1921 less than two million bushels of wheat went through Vancouver, it is expected that more than one-third of the "frailties" exported wheat crop of 1928 will be shipped through it. As the wheat output grows so too will Vancouver's exports, unless it be found that Port Churchill, on the Hudson Bay, is able to ship wheat to Europe more advantageously than any port on the Pacific.

**CAPT. R. NELSON**

TAIKOO MARINE SUPT.  
DIES

RETIRED IN 1923

Shanghai, Jan. 25.  
Word was received yesterday at the local offices of Messrs. Butterfield and Swire of the death at Nice, on December 28, of Captain Robert Nelson, formerly Marine Superintendent of Messrs. Butterfield and Swire here.

Captain Nelson, who obtained his extra Master's certificate in London, joined the China Navigation Company, Ltd., as Chief Officer on October 18, 1882. He was appointed master of the s.s. "Chefoo" on March 22, 1888, and on February 1, 1899, took command of the company's Australian liner, the s.s. "Talyuan," proving a very popular and capable captain on that run. On June 25, 1901, Captain Nelson was appointed Assistant Marine Superintendent at Shanghai, and on May 16, 1911, took over the duties as Marine Superintendent. He retired from the company's service on December 23, 1923, and some time later returned to England.

An old retired Captain of the China Navigation Co., Ltd., writes of him as follows:—"The late Captain Nelson was a splendid type of seaman of the older generation. It was my privilege to work under him and with him for nearly 25 years and no one will regret his loss more than myself."—"Shanghai Times."

**PIRATE HANGED**

ECHO OF THE "ANKING" OUTRAGE

Sentenced to death at the Criminal Sessions on December 31 last on a charge of having taken part in the piracy on board the s.s. "Anking," when two European Officers and a Chinese Quartermaster were murdered and their bodies thrown overboard, Yuen Ping-kwan was hanged in the Victoria Jail at 5.02 a.m. yesterday. In the afternoon, Mr. R. E. Lindell held an inquiry into the prisoner's death, and the verdict returned by the Coroner's jury was one of "Death by the process of hanging in due execution of the law."

Evidence given by Dr. Alexander Cannon, medical officer of the Jail, was that he was present when the execution took place, and immediately afterwards he performed a post mortem examination. There was no hitch in the execution of the prisoner, and death was almost instantaneous.

The warrant for the carrying out of the death sentence was produced by the Chief Warder of the Jail.

**MARSHAL LI'S RETURN**

Marshal Li Chai-sun of Canton, Chief of the National Staff in Nanking, is on the P. & O. s.s. "Morea," which is due to arrive here early tomorrow morning. He sailed from Shanghai on Tuesday, en route to Canton.

Walton-on-the-Naze ("Essex") lifeboat which went to the assistance of the Newcastle steamer "Duris," aground on the North East long sands, stowed by the vessel all night until it refloated unassisted in the next high tide.

Messrs. John I. Thornycroft and Co., Ltd., of Woolston, Hampshire, are to build two torpedo boat destroyers for the Canadian Government at a cost of £870,000.

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S.S. "TAI HING"

[1,008 tons—Capt. O. B. Wilks.]

THURS. 31st JANUARY.

FEBRUARY.

TUES. 5th TUES. 19th

THURS. 14th SUN. 24th

S.S. "TAI MING"

[649 tons—Capt. G. J. Spink.]

FEBRUARY.

SUN. 3rd FEB. 22nd

FRI. 8th WED. 27th

SUN. 17th

For information apply to

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"CITY OF PEKIN" .. London, Rotterdam, Amsterdam & Hamburg .. 9th March.

"CITY OF KHARTOUM" .. London, Rotterdam, Amsterdam & Hamburg .. 9th April.

S.S. "CITY OF DELHI" .. London, Rotterdam, Amsterdam & Hamburg .. 9th May.

NEW YORK, BOSTON, & BALTIMORE .. AMERICAN & MANCHURIAN LINE

S.S. "CITY OF GUILDFORD" .. 22nd March.

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S.S. "MYRTLEBANK" .. via Suez Canal .. 15th February.

S.S. "ELMBANK" .. via Suez Canal .. 28th February.

MAURITIUS & SOUTH AFRICA .. ORIENTAL AFRICAN LINE

S.S. "TINHON" .. 20th April.

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PENINSULAR & ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.  
(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong	Destination
MOREA	10,953	2nd Feb.	Bombay, Marseilles & London.
KIDDERPORE	5,334	7th Feb.	Straits, Colombo & Bombay.
KASIGAR	9,005	16th Feb.	Marseilles, C'blanca, L'don & Hull.
MACDONIA	11,120	2nd Mar.	Marseilles & London.
PADUA	9,907	9th Mar.	Marseilles, London, A'werp, R'dam & Hamburg.
KHIVA	9,135	16th Mar.	Marseilles, London & Hull.

\*Cargo only.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the Khedival Mail Steamship Co.

## BRITISH INDIA-APCAR SAILINGS.

TAKIWA	7,936	14th Feb.	Singapore, Penang & Calcutta.
TAKADA	6,940	20th Feb.	Singapore, Penang & Calcutta.
TALAMBA	3,013	11th Mar.	Singapore, Penang & Calcutta.
TALMA	10,000	12th Mar.	Singapore, Penang & Calcutta.

B.I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

## EASTERN & AUSTRALIAN SAILINGS (South).

*ARAFURA	6,000	1st Feb.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
TANDA	6,054	1st Mar.	
ST. ALBANS	4,500	30th Mar.	
ARAFURA	6,000	3rd May	
TANDA	6,054	31st May	

\*Calls Iloilo & Port Holland.

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.  
The P. & O. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Yokohama, Tawno, Timor, Darwin, or other ports en route as indicated on the following.

Frequent connections from Australia with the following:—  
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.  
The P. & O. Royal Mail steamers to London via Suez Canal.  
The P. & O. Branch Service of steamers to London via the Cape.  
The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

## SAILINGS TO SHANGHAI & JAPAN.

TAKADA	6,940	1st Feb.	Amoy, Shanghai, Kobe & Osaka.
MACDONIA	11,120	1st Feb.	Shanghai, Moji, Kobe & Yokohama.
TANDA	6,054	1st Feb.	Moji, Kobe, Osaka and Yokohama.
TALAMBA	8,018	12th Feb.	Amoy, Moji, Kobe, Y'ama & Osaka.
KHIVA	9,135	16th Feb.	Shanghai, Moji, Kobe & Yokohama.
MIRAPORE	6,715	18th Feb.	Shanghai, Moji & Kobe.
TALMA	10,000	19th Feb.	Amoy, Shanghai, Moji, Kobe & Osaka.
TAKIWA	7,936	1st Mar.	Shanghai, Moji, Kobe & Yokohama.
*NAGPORA	6,233	4th Mar.	Shanghai, Moji, Kobe & Yokohama.
ST. ALBANS	4,500	5th Mar.	Moji, Kobe, Osaka & Yokohama.
KHIVA	9,135	8th Mar.	Shanghai, Moji, Kobe & Osaka.
SANTHIA	7,764	15th Mar.	Amoy, Moji, Kobe, Y'ama & Osaka.
NAGPORA	10,000	15th Mar.	Shanghai, Moji, Kobe & Yokohama.
KARVATA	9,123	22nd Mar.	Shanghai, Moji, Kobe & Yokohama.
LAHORE	6,252	25th Mar.	Shanghai, Moji, Kobe & Yokohama.

\* Cargo only.

All dates are approximate and subject to alteration without notice.  
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Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

All cabins are fitted with Electric Fans free of charge.  
Steamers on London and Australian Lines are fitted with Laundries.  
Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.  
For further information, Passages, Freight, Handbooks, etc., apply to:—

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(ELLERMAN & BUCKNALL S.S. CO. LTD.)

SAILINGS FROM HONG KONG.

S.S. "ANTIOCH"	10,000	1st Feb.	2nd February
S.S. "CITY OF GUILDFORD"	10,000	1st Feb.	22nd March
S.S. "LAOMEDON"	10,000	1st Feb.	5th April

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

Subject to change without notice.

For full particulars apply to:—

BUTTERFIELD & SWIRE, THE BANK LINE, LTD., Hong Kong.

Hong Kong & Canton: JARDINE & MATHESON & CO., LTD., Canton.

## LOCAL SHIPPING

TO-DAY'S ARRIVALS AND DEPARTURES

Takada (4,223) British, from Calcutta, Singapore—P. & O.—1,806 passengers, 1,806 tons general cargo for Hong Kong, 5,443 tons (through).

Hanyang (1,363) British, from Foochow, Swatow—Douglas—127 passengers, 400 tons general cargo for Hong Kong.

Hydrangea (561) British, from Swatow—Chiu. On—138 passengers, 122 tons general cargo (through).

Kwaisang (1,435) British, from Canton—J. M.—300 tons general cargo (through).

Arafura (3,401) British, from Yokohama, Moji—P. & O.—11 passengers, 911 tons general cargo (through).

Ailpore (3,241) British, from Yokohama, Shanghai—P. & O.—2 passengers, 220 tons general cargo for Hong Kong, 2,900 tons (through).

Szechuen (1,594) British, from Shanghai, Swatow—B. & S.—222 passengers, 670 tons general cargo for Hong Kong, 310 tons (through).

Chinhua (1,363) British, from Bangkok—B. & S.—4 passengers, 1,700 tons rice for Hong Kong.

Taming (1,356) British, from Wuhu, Swatow—B. & S.

Telemachus (1,340) British, from Saigon—We Fat Shing—33 passengers, 1,700 tons general cargo for Hong Kong.

Chinkiang (1,229) British, from Canton—B. & S.—1 passenger, 70 tons general cargo (through).

Chenan (1,354) British, from Canton—B. & S.—13 passengers, 150 tons general cargo (through).

Radnor (5,596) American, from New York, San Pedro—Everett Inc.—662 tons general cargo for Hong Kong, 2,046 tons (through).

Limchow (1,416) French, from Haiphong, Hoihow—Sing Kee—148 passengers, 2,020 tons general cargo for Hong Kong, 800 tons (through).

Gov. Gen. Paul Doumer (1,466) French, from Saigon, Swatow—M. M.—1,800 tons general cargo (through).

Silverbell (3,474) Dutch, from Balikpapan—A. P. C.—7,853 tons kerosene for Hong Kong.

Halldor (840) Norwegian, from Bangkok—Thoresen—7 passengers, 1,985 tons rice for Hong Kong.

Vestland (1,139) Norwegian, from Canton—J. C. J. L.

Tin Sze (259) Portuguese, from Wuchow, Samahui—Sal On—190 tons general cargo for Hong Kong.

Atago Maru (4,516) Japanese, from Kobe, Hoko—N. Y. K.—1 passenger, 3,060 tons general cargo (through).

Canton Maru (1,614) Japanese, from Keelung, Swatow—O. S. K.—34 passengers, 720 tons coal for Hong Kong.

Bengal Maru (3,231) Japanese, from Yokohama, Moji—N. Y. K.—1,234 tons general cargo for Hong Kong, 2,007 tons (through).

Inkuya Maru (1,283) Japanese, from Kobe, Keelung—Sato & Co.—1,366 tons cement for Hong Kong.

## CONSIGNEES.

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NOTICE TO CONSIGNEES.

CHARTERED S.S. "TIMAVO"

From Trieste, Venice, Brindisi, Port Said, Massawa, Aden, Karachi, Bombay, Colombo, Penang and Singapore.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf & Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 31st instant.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 6th prox. will be subject to rent.

All claims against the vessel must be presented to the undersigned on or before the 16th prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th prox. at 10 a.m. by our surveyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bill of Lading will be countersigned by

DODWELL & CO., LTD.

Hong Kong, 30th Jan. 1929.

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Lungshan Maru (1,503) Japanese, from Shanghai, Canton—N. Y. K.—5 passengers, 2 tons general cargo (through).

Shiu Hing (114) Chinese, from Macao—Hoo Hing—80 tons general cargo for Hong Kong.

Mao Lee (1,209) Chinese, from Dairen, Swatow—Yu Tai Hong—400 tons general cargo for Hong Kong, 1,200 tons (through).

Tak Hing (105) Chinese, from Autau—Fook Hoi—59 passengers 1 ton general cargo for Hong Kong.

Sunkong (822) Chinese, from K. C. Wan—Man Yick—240 tons general cargo for Hong Kong.

Departures

For Manila:—Saarland, Kentucky, Tjalsak.

For Swatow:—Hupeh, Lungshan Maru.

For Canton:—Kwai Sang, Szechuen.

For Hongay:—Taisei Maru.

For Hainan Island:—Talkoo.

For Singapore:—Allpore, Santhia, Koyel Maru.

For Macao:—Kok Hing.

For Autau:—Tak Hing.

For Shanghai:—Padua.

For K. C. Wan:—Tai Poo Sek.

Clearances

For Singapore:—Bengal Maru, Van Heutsz.

For Saigon:—Haidis.

For Shanghai:—Keemun.

Arrivals Departures

British 12 6

American 1 1

French 2 3

Dutch 1 2

Norwegian 2 1

Portuguese 1 0

Japanese 5 5

Chinese 4 1

German 1 1

28 20

MOVEMENTS OF STEAMERS.

The P. & O. s.s. "Macedonia" left Singapore for this port on Sunday at 9 a.m. with the outward English Mails, and was due here to-day at about 11 a.m.

The M.V. "Nippon" (Swedish East Asiatic Co. Ltd.), left Dunkirk on Dec. 24, and is due here to-day.

The P. & O. s.s. "Morea" left Shanghai for this port on Tuesday at 4.30 p.m., and is due here tomorrow at about 6 a.m.

The M.V. "Remo" sailed from Singapore on Tuesday, and is due here on Feb. 4.

The Dollar Liner "President Lincoln" sailed from this port for Manila at 2 a.m. yesterday. Homebound, she will sail as per schedule on Feb. 5.

The Ben Line s.s. "Benledi" from Middlesbrough, Dunkirk, Antwerp, London, Straits and Philippines, is due to arrive here on Feb. 6.

The C.P.S. R.M.S. "Empress of Australia" (R.W. Cruise), is due at Hong Kong on Feb. 13 at a.m.

The s.s. "Plave" sailed from Karachi on Jan. 28, and is expected here on Feb. 18.

The M.V. "Viminale" sailed from Massawa on Jan. 28, and is expected here on Feb. 28.

Projected arrivals at and departures from Hong Kong of steamers under the management of the Bank Line, Ltd., are as follows:—

Arrivals at Hong Kong

S.S. "Polaris" from New York, Feb. 1.

S.S. "City of Khartoum" from Europe, Feb. 24.

S.S. "City of Guilford" from New York, March 2.

S.S. "Rosier" from New York, March 2.

Sailings from Hong Kong

S.S. "Polaris" to Saigon, Feb. 5.

S.S. "City of Madras" to London, Rotterdam and Hamburg, Feb. 9.

S.S. "Myrtlebank" to Boston, New York and Baltimore, Feb. 15.

S.S. "City of Khartoum" to Shanghai and Japan ports, Feb. 25.

S.S. "City of Guilford" to Shanghai, March 2.

S.S. "Rosier" to Shanghai and Japan, March 3.

## STEVEDORING

AT ARGENTINE PORTS

REVISION OF CHARGES

The Chamber of Shipping has issued the following statement concerning an agreement reached by the Chamber's Documentary Committee and the Centro de Cereales of London on the question of stevedoring charges at Argentine ports:

"The 'Centrocon' charter, which originally came into operation in 1914, gave the charterers the option of appointing the stevedores at the loading port at a cost to the vessel of 16 cents gold per ton. During the war it became the practice to eliminate the fixed price and substitute 'current rate,' for which the charterers charged 24 cents gold per ton. After the strike of stevedores' labourers in May, 1928, the charterers again raised the cost of stevedoring to 27½ cents per ton, without consulting shipowners. Shipowners objected to this advance in price, and in many cases claimed arbitration under the charter.

"As the result of a friendly conference between the Documentary Committee of the Chamber of Shipping and the Centro de Cereales of London, it has now been arranged that a fixed price of 25 cents gold per ton will apply of all Argentine ports in future and be inserted in the 'Centrocon' charter, the charterers undertaking that in all accounts where 27½ cents has been charged the price will be reduced to 25 cents gold per ton, and shipowners may therefore obtain this refund. It has also been agreed to replace the option of appointing the stevedores by a definite obligation upon the charterers to do the work at the fixed price. This will be effected by the deletion of Clause 18 of the charter and the substitution of the following:—

"18. The charterers shall provide stevedores to load the cargo at a cost to the vessel of 25 cents gold per English ton.

"During the negotiations with the Centro de Cereales, the Documentary Committee made it clear that as regards the past they could not take away from a shipowner his rights under a charter already made, and therefore they could not apply the settlement retrospectively, but as they consider the settlement satisfactory the Documentary Committee recommend shipowners to accept it."

A special dinner-time collection in Deptford in aid of the fund for distressed miners realised £468.

## President Liner

SAILINGS

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To San Francisco and Los Angeles  
The Sunshine Belt via Honolulu  
Fortnightly sailings on Tuesdays

Pres. Cleveland ..... Feb. 12th  
Pres. Pierce ..... Feb. 26th  
Pres. Taft ..... Mar. 12th  
Pres. Jefferson ..... Mar. 26th

To Seattle via Victoria  
The Short, Straight Route to America  
Fortnightly sailings on Tuesdays

Pres. Lincoln ..... Feb. 5th 7 a.m.  
Pres. Madison ..... Feb. 19th  
Pres. Jackson ..... Mar. 5th  
Pres. McKinley ..... Mar. 19th

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Fortnightly sailings on Sunday via Manila, Spain, Colombo, Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York and Boston.

Pres. Polk ..... Feb. 10th 8 a.m.  
Pres. Adams ..... Feb. 24th 8 a.m.  
Pres. Garfield ..... Mar. 10th 8 a.m.

To Manila

Pres. Cleveland Feb. 2nd 6 p.m.  
Pres. Madison Feb. 12th 6 p.m.  
Pres. Pierce Feb. 16th 6 p.m.

Pres. Jackson Feb. 26th 6 p.m.  
Pres. Taft Mar. 2nd 6 p.m.  
Pres. McKinley Mar. 12th 6 p.m.

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## The China Mail.

[Every evening except Sunday. Annual subscription, excluding postage abroad, H.K. \$30, payable in advance. Local delivery free.]

## Overland China Mail.

[The weekly edition of the "China Mail." Annual subscription, H.K. \$13 including postage \$15, payable in advance.]

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Cable Address: Mail, Hong Kong.

All communications should be addressed to the Newspaper Enterprise, Ltd., to whom all remittances should be made payable.

London Offices—The Far Eastern Advertising Agency (London), Ltd., 30-32, Southampton Street, Strand, W.C.2.

Hong Kong, Thursday, Jan. 31, 1929.

## PRINCE AND PEOPLE

"This is positively ghastly!" The phrase, uttered by H.R.H. the Prince of Wales with astonishment and sadness, most aptly describes the conditions in the workless colliery areas of northern England through which he is now passing on a tour of investigation. That great good will come of the Prince's visit we have no doubt, and the mere fact that he has, voluntarily, embarked upon this voyage of discovery will breed fresh hope in the breasts of his unfortunate countrymen who are workless through purely economic causes. Of benefit also, to the Prince will be this journeying among the hills and dales of Northumberland and Durham where want and misery stalks as brazenly by day as by night. He has talked with men who have been without employment for two, three and four years; he has stood, with moist eyes, by the bedside of a woman who had died because she could not get enough to eat; he has listened to the sorrowful story of a blind miner who has been turned out of his cottage; he has been among people who have a roof over their heads but not clothes on their backs; he has seen these things for himself and his condemnation is heartfelt. It is positively ghastly.

One good result of the Prince's inspection will no doubt show itself in an immediate swelling of the Lord Mayor's Fund, by means of which almost half a million sterling has already been collected for the distressed miners and their dependants. This amount appears to be a tidy sum, but when it is realised that there are in the north of England one

million people in straitened circumstances—many literally starving—it will also be realised that much more support is required.

Other efforts, of course, are being made to relieve the distress, and the most recent to come to our notice strikes us as possessing a lot of practicality. This is a scheme formulated by the National Council of Social Service, in consultation with the Ministry of Labour. It is proposed that throughout the country every village should consider the possibility of finding employment and accommodation for one miner's family. The scheme has, it is claimed, greater possibilities than is at first realised, particularly when it is appreciated that suitable work for unemployed miners is not restricted to unskilled labour. The collieries employ carpenters, smiths and men qualified in other trades. This scheme, together with the others that have been approved, will, we are sure, receive a filip following the characteristically thoughtful and thorough tour now being undertaken by the Prince of Wales.

## The Bribery Case

There will be very little sympathy wasted on Goddard, the ex-sergeant of the London Police, on Mrs. Meyrick, the so-called "Queen" of certain London night clubs, and on the individual who rejoices in the name of Ribuffi, all of whom, it would be noted in yesterday's "China Mail" have been convicted of bribery with regard to the conduct—or rather the misconduct—of night clubs with which Mrs. Meyrick and Ribuffi were very closely associated. The ex-sergeant, though he protested his innocence, was convicted of having received bribes, and apparently the other two prisoners were equally voluble in their protestations of having offered or given bribes. The learned judge and the London jury thought otherwise, and then followed punishment which we think, on the whole, fits the crime. It can easily be imagined that the infringement of the law for which the bribes were offered and accepted was of a fairly flagrant character. The large bank balance—totalling some \$18,000—of which Goddard is known to have accumulated is further evidence of the notorious nature of the affair. Goddard has been proved to be a disgrace to the Metropolitan Police. The body of men—many of whom must often be tempted to accept bribes. Such a case is happily of very rare occurrence, we have, in fact, no recollection of any London police officer having brought himself and the force into such bad odour in any such manner. The sentences seem severe, but few will be of opinion that they err on the hard side.

There is but one healing power upon earth, and that is the mental element of faith and hope. It matters not whether it was the "appliance" which Christ Jesus put on the blind man's eyes, the "hem" of his "garment" touched, the healing attributed to relics and shrines, the devout prayers of clergy or laymen, or the physicians' prescriptions—all these are but the transmitting media for the vitalising mental element of hope and faith.—"The Christian Science Watchman."

Mr. J. G. Charlton, of the Indo-China Steam Navigation Co., who went on special leave last September, has successfully passed the examination for extra chief engineer.

A Concert organised by Mrs. L. C. P. Bellamy will be given at the Helena May Institute on Thursday, February 7, at 5.30 p.m. Ten tickets must be booked before February 6 (adv.).

The forthcoming marriage is announced of Mr. J. S. Shak, headmaster, Sacred Heart College, whose address is No. 444, Nathan-road, Kowloon, to Miss R. Chung, No. 313 Nathan-road, Kowloon.

## ST. DAVID'S SOCIETY

### ANOTHER EFFORT TO HOLD DINNER

The St. David's Society of Hong Kong held its annual meeting in the Sanitary Board Room, Post Office-building, yesterday afternoon, under the chairmanship of Mr. E. I. Wynne-Jones.

The report of the year's work showed that one of the principal functions which was attended by members of the society was the laying of a wreath on the Cenotaph on St. David's Day. Messrs. D. J. Lewis, D. Davies, and Capt. E. Jones became life members during the year while Mr. E. Lloyd Jones and Capt. W. H. Williams, M.C., R.A.S.C., joined the Society.

The following members were elected to serve for the ensuing year: President, Capt. Thomas; Vice-President, Mr. D. M. Richards; Hon. Secretary and Treasurer, Mr. E. R. Price; committee, Mrs. Hooper, Mrs. Wynne-Jones, Messrs. H. Owen Hughes, E. C. Thomas, D. Davies, and R. R. Davies.

It was decided to make another effort this year to hold an annual dinner and it was suggested that members be circulated to this effect.

In connection with the laying of the wreath on the Cenotaph Mrs. Hooper volunteered to supply the daffodils for making the wreath.

Mr. D. Davies expressed thanks to the society on behalf of the member who had been assisted during the past year.

Votes of thanks to the Chairman and outgoing committee and special mention of the work done by the hon. secretary, Mr. G. S. Hugh Jones concluded the meeting.

## CELL SUICIDE

### INQUIRY INTO THE TRAGIC AFFAIR

Major C. Willson, O.B.E., assisted by a jury, held an inquiry yesterday into the circumstances attending the death of Cheng Kwan-wai, a prisoner, who committed suicide while being detained in a cell at the Central Police station on the night between Jan. 14-15.

It was revealed that the deceased killed himself by stuffing one of his socks into his mouth and strangling himself with the other.

Evidence was given by Sgt. Paton, who stated that artificial respiration had been resorted to without success.

The jury returned a verdict to the effect that death was due to strangulation and suffocation, without attaching any blame to the police officers concerned, whom they found to have done all that was possible under the circumstances.

Mr. David Morgan, of Bathurst-road, and Mr. G. Taylor, of Frederick-road, Llanamlet, Swansea, were killed by a fall of stone at Samlet Colliery, Llanamlet.

## MEDICAL DEGREES

### WHAT THE UNIVERSITIES OFFER

#### HOME AND ABROAD

At one time it was the almost universal custom for medical students educated in London and aiming at general practice not to seek a university degree, and as that custom still prevails to a considerable extent a large proportion of medical men in England possess diplomas or licences, to practise but not degrees in medicine. This is a fact which they sometimes find reason to regret, and to such practitioners the following paragraphs may be of interest. It should be noted that the M. M. Brux diploma, if obtained subsequently to June, 1886, is not registrable, and that the University of Brussels no longer holds special examinations for foreign medical practitioners.

#### University of Durham

The degree of M.D. is granted by the University of Durham to registered practitioners of not less than fifteen years' standing, who have been qualified and in practice for that period, upon the following conditions, without residence: The candidate must be 40 years of age, and must produce a certificate of moral character from three registered medical practitioners. Should he not have passed an examination in arts previous to the professional examination in virtue of which his name was placed on the Register, he is examined in classics and mathematics; if otherwise, he is required to translate into English passages from any one of the following Latin authors: Caesar, De Bello Gallico (first three books); Virgil, Aeneid (first three books); or Celsus (first three books). Natives of India or the British colonies are placed on the same footing as natives of Great Britain, and must be registered on the books of the General Medical Council of the United Kingdom.

"Professional Examination."—The candidate must pass an examination in the following subjects:

(i) Principles and practice of medicine, including psychological medicine, hygiene, and therapeutics; (ii) principles and practice of surgery; (iii) midwifery and diseases of women and children; (iv) pathology, medical and surgical; (v) anatomy, medical and surgical; (vi) medical jurisprudence and toxicology. Candidates are examined by means of written papers, clinically, and viva voce at the College of Medicine, Northumberland-road, Newcastle, and in the Royal Victoria Infirmary. The classical part of the examination may be taken separately from the professional on payment of a portion (£10 10s.) of the full fee. The examinations are held twice a year, in June and December. Notice, accompanied by the fee and certificates, must be sent to the Secretary of Examinations, at the University of Durham College of Medicine, Newcastle-on-Tyne, at least twenty-eight days before the commencement of the examination.

Fees.—The fee is 50 guineas, which includes the degree fee; if a candidate fails to pass, 20 guineas are retained, but if he presents himself again 40 guineas only are required.

#### The Swiss Universities

The Universities of Lausanne and Berne have arrangements which permit British practitioners to proceed to the M.D. degree, but this alone does not confer the right to practise in Switzerland, for which the possession of the State or Federal Diploma is necessary. Neither degree is registrable in this country.

At Lausanne the British practitioner has to produce (1) a certificate of matriculation in a British University, or of having passed a preliminary examination recognised by the General Medical Council for the purposes of registration as a medical student; (2) a certificate of a degree or diploma qualifying for the practice in the United Kingdom and the certificate of registration as a medical practitioner in the United Kingdom. He must then undergo a viva voce examination in three subjects of the final medical examination. Next he must present a thesis for the doctorate, prepared and completed in one of the Lausanne clinics under the direction of one of the professors of the Faculty of Medicine. Residence for a semester (October to March or April to July) is obligatory. The fees are: on Matriculation 20 francs; on inscription for the viva voce examination 50 francs; on presentation of thesis 200 francs; for diploma and graduation 25 francs; for courses of lectures and laboratory instruction 80 francs; the printing of the thesis costs from 87 to 112. Applications for admission should be made to the Dean of the Medical Faculty, Ecole de Médecine, Place de l'Ourde, Lausanne. An official publication (Guide de l'Étudiant) is issued in October and April, and may be obtained (price 50 centimes) from M. F. Haebel-Dufey, 3, Rue Centrale, Lausanne. Dr. C. A. H. Franklin, 58, Southborough-road, Hickey, Kent, honorary secretary of the Lausanne Medical Graduates, will supply further information.

## ANOTHER CAPTURE

### GERMAN MISSIONARY IN RED HANDS

#### \$10,000 RANSOM WANTED

Information has been received by the Berlin Mission that a German missionary, the Rev. George Schramm, his wife and their five-year-old daughter were kidnapped in Nananfu, in the south of Kiangsi province, on Jan. 22 by a party of Communists, who demanded a ransom of \$10,000.

Mrs. Schramm and the daughter have since been released and have arrived in Nanchang, in the north of Kwangtung. The Rev. Mr. Schramm, however, is still detained.

The German Consul-General in Canton has communicated with Mr. Chu Chao-hsien (Commissioner for Foreign Affairs) who has given an assurance that he will exert every effort to secure the release of the missionary. The Berlin Mission is also taking necessary steps towards this end.

## TWO APPRENTICES

### ALLEGED CONDITIONS IN A TAILOR'S SHOP

A claim for the return of \$250 paid for provisions for two tailors' apprentices for two years was not successful in the Summary Court yesterday when allegations were made as to the youths' treatment by the master.

Plaintiff was Li Chuk-wen, No. 30, Wing Lok-street, 2nd floor. The apprentices were Li Chor and Li Cheong. Defendant was Lo Kuk-lee, No. 13, Cochran-street.

Mr. F. X. d'Almada was for plaintiff and Mr. A. E. Hall for defendant.

The claim was for return of moneys paid for a consideration which has failed.

Evidence was given that the apprentices had to wash dishes, help the cook, sweep floors, carry water, and that they had been assaulted by defendant's brother.

Mr. Hall submitted that he had no case to answer. His Honour the Puisne Judge (Mr. Justice Jacks) agreed and entered judgment for defendant.

## BRITISH ROYALTY

### A NEW BURIAL GROUND AT FROGMORE

The Dean of Windsor has notified the Home Press as follows:—"Owing to the fact that the vault under St. George's Chapel was getting full, and that some of the members of the Royal Family preferred burial in the earth to burial in a vault, the King has had a small and beautiful burial ground made behind the Mausoleum in the grounds of Frogmore. This was consecrated by the Bishop of Oxford. In future only the Sovereigns and those in the direct line of succession will be buried in the vault. Other members of the Royal Family, after a service in St. George's Chapel, will be taken to the new ground. As the relations of some of those who have been lately buried wished their bodies to lie in the new ground, the coffins have been removed from the vault and placed there, under the superintendence of the Dean of Windsor."

In the Royal Vault at the east end of St. George's Chapel were buried:—

Prince Octavius and Prince Alfred, sons of King George III, removed from Westminster Abbey. Augusta Duchess of Brunswick, sister of King George III, and mother of Queen Caroline, died 1818. Princess Charlotte and Princess Elizabeth, daughters of the Duke of Clarence, afterwards King William IV. Princess Amalia, died 1810. Princess Charlotte of Wales, died 1817. Queen Charlotte, died 1818. King George III, died 1820. Frederick Duke of York, died 1827. Edward Duke of Kent, died 1927. King George IV, died 1830. King William IV, died 1837. Princess Augusta, daughter of King George IV, died 1840. Queen Adelaide died 1849. George, King of Hanover, died 1878. The Duke of Albany, youngest son of Queen Victoria, died 1884. The Duke of Clarence, eldest son of King Edward VII, died 1892. King Edward VII, died 1910. Princess Christian, daughter of Queen Victoria, died 1923. Queen Alexandra, died 1925. The Marquess of Cambridge, brother of Queen Mary, died 1927.

A flag day held in Portsmouth raised £700 for unemployed miners and their families.



## MORALS &amp; POLITICS

## AN UNUSUAL AGITATION AROUSED

## NEW MOVEMENT

The agitation in the South Kensington Division against representation in the House of Commons by Sir William Davison, on the grounds that he is a divorced person, is now broadened by the entry of the Church party, says the "Evening Standard." At a conference, a majority of the laity of the Church joined the Women's Executive of the South Kensington Conservative Women in their opposition, and this majority is apparently strongly supported by its clergy.

The new movement will have the effect of clearing the air of a growing idea that this gesture which has drawn all eyes to South Kensington was purely feminine, and but a foretaste of the sort of thing to which we shall presently have to become accustomed now that women form the majority of voters and themselves sit in the House. One of the bogies frequently paraded by anti-suffragists during the campaign for votes for women was the prospect of members of Parliament being elected merely because they had the domestic virtues, irrespective of their talents for oratory or administration, or their wider national loyalties and ambitions.

## "Ultra-Respectability"

Though cleared of the fog which so often hangs about a "sex war," the South Kensington affair still presents a serious question. Is it merely an expression of that ultra-respectability for which Kensington has long been famed or is it a shadow of a coming swing of public opinion towards a puritanical standard in politics even more rigid than that of our easily-shocked Victorian grandpapas? When this subject of the relation between private conduct and public service is raised, two names invariably leap to the mind—those of Charles Stewart Parnell and Charles Dilke.

Both these brilliant Parliamentarians were defeated in their highest ambitions by law suits against them by which their personal conduct was shown to be at fault. But though Parnell's lapse is held to have set back Home Rule for almost a generation and Dilke's certainly kept him from the high Cabinet rank he would otherwise have attained, neither of these men was automatically driven from the House of Commons.

## "Guilty Parties"

In considering whether we should hope that the South Kensington attitude is merely sporadic or rejoice that it is representative of the nation in general it is as well to remember the nature and incidence of present-day divorce. In England and Wales there is one divorce to every hundred marriages in the same year, which provides a large proportion of "guilty parties" to be avoided as legislators if we are all to follow the South Kensington lead. And on one occasion Mr. Justice Swift, who ought to know, declared that quite one-half of the divorce cases brought to-day are collusive. That is to say that in a great many divorces husband and wife are equally eager to form some other matrimonial alliance. Moreover, though it is declining, chiefly through the spreading of the feminist ideal of an equal moral standard for men and women, the notion still prevails in some circles that a man must pretend to be the guilty party in a divorce, or deliberately acquire the legal qualifications as such, even against his inclination. Setting apart the particular circumstances and personalities which have inspired the South Kensington uplifting of hands, this question requires sober consideration. It is unlikely that we can afford to waste good legislators by way of a moral gesture which becomes increasingly rare in social and professional life.

## FORGED NOTE

Leung Ping-kwan, cashier of the Prince's Cafe, Beaconsfield Arcade, reported to the police that at about 1 p.m., yesterday two Chinese who were not known to him visited the Cafe and ordered meals which were duly served.

After the meal, one of the men purchased a box of chocolates for \$10, and tendered a \$20 note of the Imperial Bank of Canada in settlement of the bill.

Leung accepted the note and gave \$27.60 in local currency. Some time after the customers had departed, he took the Canadian note to a money changer's to change into Hong Kong money and there found that it was a forgery.

## SHANTUNG SITUATION

H.M.S. "Magnolia" sailed from Chefoo yesterday, and arrived at Wei-hai-wei.

This movement may be taken to indicate that the tension has eased in that part of Shantung near Chefoo, where "Northern" militarists have been seeking to regain a footing.

## "FEMALE DON JUAN"

## HER FATHER'S BUSINESS RUINED

## GIFTS TO HER LOVERS

Berlin.—Marianne Waldmann, a banker's daughter, of Freiburg, Silesia, has been arrested on her father's denunciation for ruining his business by her defalcations.

Described in the papers as a "female Don Juan," this woman, by manipulating the books, which for a few years had been in her charge, is said to have misappropriated a sum equivalent to \$10,000, which she spent mainly on her innumerable male friends. These were drawn from all classes of society and quite recently a simple messenger in a Government office received from her a complete equipment of household furniture.

Her gifts to her other favourites included such diverse articles as Persian carpets, fur collars, and vacuum cleaners. Nor was she at all petty in her largesse. Thus, she recently gave a clerk a motor-cycle worth \$100, and at the same time bestowed a valuable present on his fiancée.

Her attempts to recoup her embezzlements by speculation having failed, she fell back on credit.

The claims against her include \$50 for cars hired for joy rides with her cavaliers, and \$280 for wines for their refreshment. The police at present are recovering for the benefit of the bank's creditors as many as possible of these gifts, for the temporary warehousing of which it has been necessary to hire several large rooms. Her father, who had owned the bank for nearly half a century and had the highest reputation in the neighbourhood, has also been arrested. Apparently, however, the charge made against him is only of culpable negligence, his daughter having stated that, though the responsible head of the business, he gave no proper attention to it.

## DOWRY IN RUSSIA

## OLD CUSTOM SURVIVES NEW MARRIAGE

Moscow.

While the stability of marriage relations in Russia has been somewhat shaken by Soviet legislation making marriage a purely civil contract, terminable at the will of either partner, the old custom that a bride should be provided with a dowry has by no means lost its force. The peasants in Russia are pre-eminently champions of the "marriage of convenience," and the usual preliminary to a village match is an elaborate process of bargaining between the parents of the prospective bride and bridegroom.

The question of the dowry is also often raised in the cities, even by Young Communists who are pledged to battle for the world revolution, but find it more comfortable if their wives bring with them a full set of household furniture. Now, the giving of a dowry is simple enough in wealthy and middle-class families; but when a Russian working-girl who earns, perhaps, forty or fifty roubles a month, is required to save out of that meagre sum enough to purchase a trousseau and a trunk in which to keep it, a samovar, a divan, bed with its four posts surmounted by gilded balls (this last feature is very important for the Russian family), and piled high with fluffy pillows, it involves genuine self-deprivation, and sometimes permanent injury to health and beauty.

## Chances of Marriage

But it is the consensus of opinion among readers and correspondents of the "Komsomolskaya Pravda" (organ of the Union of the Communist Youth) that the dowryless girl has little chance of finding a husband. Here is what I. Martynov writes from the town of Stalino, in the Donetz Basin:—

Our girls deny themselves necessary food, grow thin and pine away, but they rejoice in every new thing they get, however small it may be, calculating that the larger the dowry the quicker the marriage. The Young Communist, before he takes a girl in marriage, puts the question about the dowry, and if he gets a negative answer, quickly ends the negotiations: "I won't marry you without a dowry."

Even if the girl without a dowry finds a husband, her life is often made miserable by the reproaches of his family, and the young man in whom romantic love momentarily got the best of thrift, sometimes resorts to the easy method of Soviet divorce. So, while the Revolution has torn the veils from the faces of tens of thousands of women in the Soviet East, the old peasant custom of demanding "a good match," in the financial sense of the expression, persists even among Young Communists, who work in factories which have replaced the more prosaic names of their former owners with such resounding titles as "Proletarian Vanguard" and "Communist International." — "Observer."

## IN OTHER PLACES

## CHRONICLES FROM JAPAN TO JAVA

The engagement has been announced of Miss Angèle Solomos of Peking to Mr. Michael Mavromaras of Tientsin.

It is reported in the Chinese papers that the losses suffered by the China Merchants S. N. Co. as a result of the sinking of the str. "Hainwah" exceed \$3,000,000.

The report that Mr. S. Yada, the Japanese Consul-General, is leaving for Hankow, to take up an appointment as adviser to the Japanese military forces stationed there, is incorrect, says a Shanghai paper.

Messrs. C. McBain & Co. were fined \$10 by the Registrar in H. M. Police Court, Shanghai, for operating an overloaded motor truck in Yangtsepoos Road on January 11. The extent of the overload was 650 lb.

Armed robbers committed two crimes in Shanghai recently. At 876 Peking Road six men with pistols stole \$629, and at 532 Canton Road, both places being in the Louza district, three men intimidated 11 shop assistants and took \$75.

The wedding took place at Union Church, Tientsin, recently of Miss Pauline Renee Landau, only daughter of Mr. and Mrs. A. Landau, to Mr. Steven William Jandrokovic, second son of Mr. and Mrs. J. Jandrokovic of Brownsville, Penn. U.S.A.

Notice is given of the forthcoming marriage of Mr. Hugh Cathrell, mercantile assistant, of Messrs. Jardine, Matheson & Co., who has been nine years, resident in Tientsin, and Mrs. Alice Hepburn, widow, who has just arrived in the port.

There is no change in the strike at Sun Sun Co's store, and in Pootung at the Nanyang Bros. plant everything is quiet, says a Shanghai paper to hand. On Thursday (last week) at the latter place, however, 2,000 workers met and appointed a committee of 100 persons to visit the Social Bureau to ask them to press for the payment of the annual bonus.

At about 9 a.m. on January 3, the special branch of the Bangkok Police raided a house, at the foot of Bhanubandh bridge, occupied by a Khao Chinese and his wife. There the detectives found a big tin containing fifty counterfeit notes of T.S. 20 denomination, which were said to have been imported from Hong Kong. The authorities further raided another room adjoining these premises, also occupied by a Khao woman, and there they succeeded in seizing over 300 tael of smuggled opium drops.

A Malay woman named Sulong binti Mohamed Salleh, charged her son in law, a Singhalase named Stanley Amrinsing before the District Judge, Singapore, with using abusive language to her. The case took an unexpected turn after evidence had been recorded, the Judge ordering both the parties to show cause why they should not be bound over to keep the peace. The accused who alleged that his mother-in-law had induced his wife (her daughter) to leave him, said he had no objection. Both were made to sign a bond to keep the peace for three months.

At the fifteenth annual general meeting of the Thong Ngee Koh Association held at Mr. Chia Poh Heng's residence, No. 8 St. Gregory's Place on the 12th inst. the following were elected office bearers for the current year: President: Mr. Chia Poh Heng (re-elected). Vice-President: Mr. Lee Tian Seek (re-elected). Hon. Secretary: Mr. Tan Ah Bah (re-elected). Assistant Hon. Secretary: Mr. Ng Keng Liang (re-elected). Hon. Treasurer: Mr. Tan Miang Yong. Hon. Auditor: Mr. Chua Lim Chua. Superintendent: Mr. Koh Soon Chia (re-elected). Asst. Superintendent: Mr. Chua Lye Phew, Committee and Public Officer; Mr. To Seah Whee (re-elected). Members of Committee: Messrs. Yap Gim Cheng, Lee Peng Siong, Ng Yeow Kiah, Tan Yew Kham and Tan Buck Nghee (all re-elected).

Silk and crepe de Chine worth \$500 were recently stolen from the premises of Messrs. J. Picken and Co., gown manufacturers, Brunswick-square, Camberwell, S.E.

Scottish coalowners are to raise the prices of domestic coal by 1s. 6d. on all coal below 20s. a ton at the pit, and 1s. a ton on all coal at and above 20s.

More than \$12,000, a record, was raised for the Mayor of Islington's Christmas dinner fund.

## SHADOWS BEFORE.

## COMING EVENTS ANNOUNCED IN THE "MAIL"

To-day—Queen's Theatre; "Hangman's House."

To-day—World Theatre; "New Lives For Old."

To-day—Star Theatre; "Why Worry?"

To-day—Majestic Theatre; "The Unholy Three."

Feb. 2—Theatre Royal; Farewell appearance of Coyne's Musical Comedy, in a special programme, 9.15 p.m.

Feb. 2—Repulse Bay Hotel Carnival.

Feb. 2—Star Theatre; Children's Matinee, "Old Clothes," 2.30 p.m. only.

Feb. 2-3—World Theatre; "Why Worry?"

Feb. 2-3—Star Theatre; "Seventh Heaven."

Feb. 3—Star Theatre; "Seventh Heaven," 2.30 p.m.

Feb. 3-5—Queen's Theatre; "Lost In The Arctic."

Feb. 4-5—World Theatre; "The Ring."

Feb. 4-5—Star Theatre; "Change."

Feb. 6-7—World Theatre; "Campus Flirt."

Feb. 6-7—Star Theatre; "Rosita."

Feb. 6-9—Queen's Theatre; "Street Angel."

Feb. 8-9—World Theatre; "The Denial."

Feb. 8-9—Star Theatre; "Bardelys The Magnificent."

Feb. 16—Variety entertainment by the K.O.S.R. as farewell to Mrs. Luard, Theatre Royal, 9 p.m.

Feb. 19, 21, 22, 23—Hong Kong Amateur Dramatic Club presents "On Approval," at the Theatre Royal.

## Land Sales

Feb. 4—At P. W. Offices, four lots of Crown land at Shamshulpo, 3 p.m.

## Lammerts' Auctions

Feb. 1—At No. 4 Tantalum Terrace, The H.K. & Whampoa Dock Co., Ltd., valuable household furniture, 11 a.m.

Feb. 2—At 334, Kowloon Tong, valuable household furniture, 10.30 a.m.

## Sports

Feb. 1—Closing of entries for Fanling Hunt Steeplechase, noon.

Feb. 3—Gymkhana of 2nd Bttn. King's Own Scottish Borderers, at Kwantli.

Feb. 9—Boxing Tournament at the City Hall, 9.15 p.m.

Feb. 9-10—Paper chase, etc., at Canton by invitation of Members of Canton Ride.

Feb. 17—China New Year steplechase meeting of Fanling Hunt, at Kwantli race course.

Feb. 25, 26, 27 & Mar. 2—Hong Kong Jockey Club Annual Race Meeting.

## Meetings

Feb. 1—Monthly meeting of the Referees' Association at Chaplain's Hut, Scandal Pt., 6 p.m.

Feb. 1—Annual general meeting of the Hong Kong Benevolent Society, St. John's Cathedral Hall, 5.30 p.m.

Feb. 2—Extraordinary meeting of Shareholders of the Hong Kong & Shanghai Banking Corporation, City Hall, noon.

February 6—Forty-first ordinary general meeting of shareholders of the Hong Kong Land Investment & Agency Co., Ltd., at the Office of Messrs. Jardine, Matheson & Co., Ltd., 12.30 p.m.

Feb. 8—Annual ordinary meeting of Humphreys' Estate & Finance Co., Ltd., Hong Kong Hotel, 11 a.m.

Feb. 16—Tenth ordinary meeting of shareholders of the Bank of East Asia, Ltd., at Chinese Merchants' Club, China Building (5th floor), 3 p.m.

Feb. 16—Annual meeting of shareholders of Hong Kong Realty & Trust Co., Ltd., Exchange Bldg., (2nd floor) Des Voeux-rd. Ctl., Noon.

Feb. 23—Further extraordinary meeting of shareholders of Hong Kong & Shanghai Banking Corporation, City Hall, 12.45 p.m.

Miscellaneous

To-day—Annual inspection of Sharpshooters' Company, Police Reserve, Police Headquarters, 5 p.m.

## Feb. 2—Annual distribution of Prizes at Ella Kadoorie School for Indians, 10 a.m.

Feb. 4—Lantern Slide lecture at Helena May Institute, 5.30 p.m.

Feb. 6—Rev. Fr. P. Joy, S.J., speaks on "Religion: The Fetters of Freedom," at St. Patrick's Hall, 5 Garden Road, 5.30 p.m.

Feb. 18—Lecture on "The Religion of Today. And The Science Of Tomorrow," by Rev. Fr. R. Gallagher, S.J., at St. Patrick's Hall, 5 Garden Road, 5.30 p.m.

Feb. 20—At St. Patrick's Hall, 5 Garden Road, the Rev. Fr. P. Joy, S.J., lectures on "A Book And Its Story," 5.30 p.m.

Feb. 23—Laying of Foundation stone of the Kowloon branch of Chinese Y.M.C.A.

Feb. 27—Lecture at St. Patrick's Hall, 5 Garden Road on "The Fortress Still Standing," by Rev. Fr. G. Byrne, S.J., at 5.30 p.m.

March 7-8—Church of England Diocesan Conference, St. John's Cathedral Hall, from 5.15 to 7.15 p.m.

Edward Johnson, aged 75, civil servant, was fined \$35 and \$15 costs at Clerkenwell, and his wife \$50 for keeping a disorderly house in Brunswick-square, St. Pancras.

## The Pope's Physician

Pays Strong Tribute of Praise To Dr. Williams' Pink Pills.

Many physicians prescribe Dr. Williams' Pink Pills for Pale People to their patients when tonic treatment is indicated. No less an authority than Dr. Andrea Amici, physician to the Papal household, writing on the subject of anaemia, impoverishment of the nervous system and disorders attributable thereto, strongly endorses Dr. Williams' Pink Pills, recommending them as superior to many other tonic media.

Dr. Amici's testimony reads as follows:—"For several years I have made use of Dr. Williams' Pink Pills in my work and I have always found them efficacious in the treatment of disorders due to impoverishment of the nervous system, anaemia and neurasthenia, stomach weakness, retarded development in young women, and irregularities. There is no lack of tonic remedies, but in my experience not one of them manifests a superior efficacy to that of Dr. Williams' Pink Pills."

No more conclusive evidence of the therapeutic value of Dr. Williams' Pink Pills for Pale People could be asked for or given than is found in the fact of their acceptance and employment by medical practitioners eminent in their profession. Besides this, however, they have enjoyed world-wide public confidence for more than the third of a century. Chemists everywhere sell Dr. Williams' Pink Pills, or post free \$1.50 per bottle, \$8 for 6 bottles, from the Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.

## A VARIETY ENTERTAINMENT

Organized by 2nd Bn. K. O. Scottish Borderers

as a FAREWELL TO MRS. LUARD

will be held in

THEATRE ROYAL

Saturday, 16th February,

at 9 p.m.

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	You Forgot To Remember	"
4304	Because I Love You	"
	Bye Bye Blackbird	"
4006	I'll Be Thinking of You	Billy Bennett
	The Miser	"
4124	Such a Look	Geo. Robey
	The Bride	"
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## FOR THE SERVICES THE WESLEYAN SOLDIERS' AND SAILORS' HOME FORMALLY OPENED

Yesterday afternoon His Excellency the Governor, (Sir Cecil Clementi, K.C.M.G.) opened the new Wesleyan Soldiers' and Sailors' Home, Praya East, in the presence of a large gathering who took advantage of the opportunity to inspect the new building.

His Excellency who was accompanied by Captain A.J.L. Whyte, Aide-de-Camp, and Major H. B. L. Dowling (Hon. A.D.C.), was received by a Guard of Honour of Naval men drawn from the flagship, H.M.S. "Kent," whilst the Band of the Queen's Royal Regiment played the National Anthem.

After inspecting the Guard of Honour, His Excellency formally declared the new Home opened by pushing apart the gates leading to it. Later H. E. was conducted by the Rev. J. C. Knight Anstey, President, on a round of inspection of the building.

### Distinguished Gathering

Following the opening ceremony, the gathering assembled in the large Hall, those present including the Hon. Mr. W. T. Southern and Mrs. Southern, H. E. the Commander-in-Chief, China station (Vice-Admiral Sir Reginald Y. Tyrwhitt), H.E. the General Officer commanding South China (Major-General C. C. Luard), Colonel R. B. Skinner, the Hon. Sir Henry Pollock and Lady Pollock, the Bishop of Victoria and Mrs. Duppy, the Dean of St. John's Cathedral and Mrs. Swann, the Rev. G. T. Waldegrave, Mr. C. G. Alabaster, Mr. and Mrs. G. R. Sayer, Mr. W. L. Pattenden, Mr. and Mrs. J. H. Hunt, Mr. and Mrs. A. W. Ingram, Mr. P. Sands, many Naval, Military and Air Force representatives, members of the Church body, and others.

His Lordship the Bishop of Victoria offered up a dedicatory prayer, after which the Rev. Knight Anstey addressed those present. He first of all expressed thanks on behalf of the Committee to His Excellency and the Government for kind treatment in the way of compensation, and the courtesy of all departments of the Government in connection with the erection of the new building which His Excellency had opened that afternoon.

### Acknowledgments

The speaker said that a few weeks ago he thought the gathering might be held under a cloud as the special photographs of the King and Queen were on their way from England and he did not know whether they had been signed or not. It transpired, however, that they had been signed before His Majesty was taken ill, and he was sure that those present would have been more than relieved at the recent improvement in his health.

Mr. Austey then tendered thanks to the Commander-in-Chief and the General for their interest in the new building, and expressed the hope that they would feel that the best had been done for the welfare of the Servicemen. After thanking the Hon. Mr. Southern and Mrs. Southern, Mr. Knight Anstey said he had received a cable from the Secretary of the Army, Navy and Air Force Board offering congratulations.

He also mentioned the gift of two pianos by the ladies of the Church Aid at Wanchai, and referred to other gifts, including those from Chinese friends. Mr. Knight Anstey said the men were worth serving, and they had therefore put up a building worthy of them. Mr. A. J. May, the architect of the Wesleyan Mission, had shown considerable ingenuity in his design, and he thought those present would be impressed by the facilities of the new Home. It was a strictly non-sectarian institution, to which all were welcome.

### Worthily Fulfilled

H. E. the Governor said:—It has been a great pleasure to me this afternoon to declare this fine building open to all service men without distinction of rank or creed. My inspection of the building has satisfied me that the motto—"Service for Service Men"—has here been worthily fulfilled and I am certain that all service men in this Colony will feel grateful to the Rev. Mr. Knight Anstey, the Wesleyan Naval and Military chaplain, for all that he has done, is doing and is about to do on their behalf.

Mr. Knight Anstey's interest in soldiers and sailors has been lifelong and was inherited by him from his father, who was a Naval architect, while his brother, Rear-Admiral Knight Anstey, once served in Hong Kong, and was deeply interested in the old Sailors' and Soldiers' Home in Arsenal Street, now replaced by the building in which we stand.

### Specialty Sent Here

After 27 years' work in India, Mr. Knight Anstey was specially sent here, in order that he might see to the completion of this Home, and I may safely say that, but for his energy and devotion, the Home would not have been ready for use to-day.

Much interest attaches to the portraits of the King and Queen, which were specially signed by their Majesties for this Home, and which are the gift of Mr. and Mrs. Knight Anstey in loving memory of their son, 2nd Lt. Harry Anstey, R.F.C., who was killed on February 21, 1918.

I draw your attention to the fact that a sum of \$15,000 is still needed to complete the scheme for this Sailors and Soldiers Home. Many demands are made from time to time upon the generosity of the Hong Kong public; but in view of the debt which this Colony owes to service men, I am confident that before long the sum still needed will be found.

I wish this Home a long and beneficial career.

## ON INDIAN FRONTIER

### PATHAN MURDERERS AND CHEAP LIVES

"Unfortunately people here hold life very cheap and more murders are committed for petty quarrels than as a consequence of highway robbery," said Mr. Isomonger, Inspector-General of Police, giving evidence before the Simon Joint Free Conference at a recent sitting, says Reuter's Peshawur correspondent.

The conference is inquiring into the working of the Jirga system in the provincial districts, under which tribal councils of elders try both civil and criminal cases which could not be taken before the ordinary courts.

The system, said Mr. Isomonger, had worked satisfactorily on the whole and had proved very efficacious and should not be changed or modified unless there were exceptional reasons for so doing.

Mr. Isomonger then furnished statistics showing that they had 6,000 policemen and 5,000 Frontier Constabulary, upon whom a sum of £375,000 was spent annually. Last year there were 514 true cases of murder and 1,052 cases of burglary and housebreaking. A good portion of the police were needed to guard the cantonments and city areas.

Mr. Metcalfe, Deputy Commissioner in Peshawur, held that the Jirga system was effective, providing the Deputy Commissioner and senior officer took care to delete promptly the name of any elder who had been influenced or bribed. He recommended that the system be preserved.

Witness then described the special difficulties of the District Officer's work:

1. Pathans held human life very cheap; one man in twenty was a potential murderer.
  2. Certain offences, such as those against personal honour, were considered punishable only by murder.
  3. The whole area was largely armed.
- Witness added that while he would be agreeable, therefore, to accept any decision taken in pursuance of high policy, the establishment of a responsible legislature on the frontier would only weaken executive authority and make the already difficult task of preserving law and order more difficult.

## GOVT. DEFEAT

### LABOUR TAKES BYE-ELECTION

#### NORTH MIDLOTHIAN

London, Yesterday. The Government has been defeated in the bye-election in North Midlothian which was necessary owing to the death of Sir George Clark Hutchinson.

The result was:—  
Mr. Andrew Clark (Labour) 7,917  
Major John Colville (Conservative) 6,965  
Mr. David Kier (Liberal) 3,130  
Mr. Lewis Spence (Scottish Nationalist) 842

Labour majority .... 952  
—Reuter.

## EX-BRITISH CONSUL

### MR. LANGFORD SMITH IS PRESUMED DEAD

Shanghai, Yesterday. The British Supreme Court has granted an application for liberty to presume the death of Mr. Langford Smith, until lately the British Consul at Chefoo, and recently transferred to Amoy, who joined the steamer "Ninghai" at Shanghai on December 13 for Amoy. The captain later sent a wireless message to say that he was not on board.

On enquiry on arrival of the "Ninghai" at Amoy, it was stated that Mr. Langford Smith was last seen at 10 p.m. on the night of December 13, going to his cabin. His absence was discovered on the following morning. Mr. Smith left letters, from which it was believed that he intended to commit suicide.

## STANDARD TIME.

### SUNRISE AND SUNSET IN HONG KONG

Sunrise and Sunset in Hong Kong for February 1929, (standard time of the 120th Meridian, East of Greenwich), is as follows:—

Feb.	Sunrise a.m.	Sunset p.m.
1	7.03	6.12
2	7.03	6.12
3	7.02	6.13
4	7.02	6.14
5	7.01	6.14
6	7.01	6.15
7	7.00	6.15
8	6.59	6.16
9	6.59	6.17
10	6.58	6.17
11	6.58	6.18
12	6.57	6.19
13	6.57	6.19
14	6.56	6.20
15	6.56	6.20
16	6.55	6.21
17	6.54	6.21
18	6.54	6.21
19	6.53	6.22
20	6.52	6.22
21	6.51	6.23
22	6.50	6.23
23	6.50	6.24
24	6.49	6.24
25	6.48	6.25
26	6.47	6.25
27	6.47	6.26
28	6.46	6.27

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FOR ONE NIGHT ONLY  
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the trouble of writing Home.

The "Overland China Mail," which is the weekly edition of the "China Mail" and the only illustrated weekly news budget published in Hong Kong, is finding increasing favour all over the world. This week's issue contains a number of very interesting articles and reports and will be highly acceptable in other parts of the world. Among the most important are:—

Inquiry into the circumstances attending the wreck of the s.s. "Helmah" with much loss of life outside the Colony. The rescue of a crew adrift at sea by the s.s. "Helios" (Captain Olsen).

Robbery of an American lawyer, Mr. Barry Eastham, and Mrs. Eastham, on the road between Peking and Tientsin.

Capture of Mr. Edward Young, a missionary, by Communists in the south of Kwangsi.

A special article on railways in Kwangtung, following the transfer of control to the Ministry of Railways in Nanking.

As usual, the week's news, "local" and "China," and the week's pictures, will be found in the "Overland." Be sure to get your copy in time for posting.

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"THE OVERLAND CHINA MAIL"



# Sport Columns

## FAMOUS FIGHTS

### SOME MEN OF THE OLD BRIGADE

#### STUDY OF TUNNEY

Quite a horse of another colour from Jim Casey and Gunner Moir was Eddie McGoorty. Saw him when I was in America twelve months ago. His fighting days were then over, you need not be told. But did you see him when he first came here a few years before the war? He was one of the greatest champions who never won a championship. Before he began to hit the high lights I would have wagered on his chances against any middle-weight, that is, if I were certain that McGoorty was absolutely fit and meant to do or die. Which he was not always was or did.

By the merest fluke McGoorty might have altered the whole fighting life of Carpentier. Herewith the story.

Carpentier had just been given the verdict against Jeff Smith in Paris, a decision that flattered the Frenchman. I do not think that Carpentier deserved to win, which set Descamps fuming at the mouth. But most of us at that time were more or less obsessed by the French boy, and Jeff Smith might just as well have cried in the wilderness to say that he had a raw deal. As for Francois Descamps, he was frothing at the gills, what time he screamed that Carpentier was unbeatable.

#### McGoorty And Carpentier

The late Boss Croker was not quite so sure that Descamps was right, and one day I was waited upon by two of his friends from Ireland, who pleaded for help to set Carpentier matched with their man. I was assured that the matter of the purse money was a secondary consideration. I was free to tell Carpentier that his end would be the biggest he had so far touched; the only condition was that he would go over to Ireland to fight. I brought Descamps to London, and put the proposition before him. "Money," he said, "is all right. You are very handsome. But who have you got for Georges?"

When Descamps learned that the rod in pickle was McGoorty, he hummed and ha'd; and in the end there was nothing doing. McGoorty was barred. Boss Croker was prepared to put the fight on in private, and to pay Carpentier, who was not then earning thousands of pounds a night, several hundred pounds.

I shall believe to my dying day that had Carpentier ventured against McGoorty he would have been given a tousing, for I knew that McGoorty was in the frame of mind to die rather than be beaten. And when McGoorty was that way disposed he was much of a devil. His disappointment at the refusal of Carpentier to take the ring kept him in Australia. It was "down under" that McGoorty may be said to have first hit tobgogan.

McGoorty had been playing old Harry when Les Darcy came along, and that particular Australian wonder first beat him on points in twenty rounds, knocked him out in fifteen rounds, and later left him cold at the end of eight rounds. I often talked to McGoorty about Darcy. He agreed that Darcy was among the greatest fighters the world has known.

I never saw Darcy in the ring, but such as Dan McKetrick, the talkative little American, who in years before the war brought many fighters of high degree to Europe, saw in him a world beater. It was McKetrick who first introduced Joe Jeannette to this country, and early in 1914 came here with Young Ahearn, who, after making a holy show of Sergeant Braddock at the N.S.C., did little else.

McKetrick, if I mistake not, had much to do with getting Darcy to go to America instead of leaving him to shoulder a rifle and go to war with the rest of the young men of his country. A baby in many things Darcy, like many other notable fighters, and when having arrived in the States he gave him-

self over to thinking, his conscience was so stricken, so sure was he that he should have gone to war that he literally sat down and broke his heart.

The death of Darcy was to me a poignant tragedy. Had he been left to himself he would have become a soldier, and had he come through the war he would perhaps have finished the greatest fighter of all nations.

But I will not enlarge on any doleful note.

Rather would I wish on to Soldier Horace Jones. Not the strangest fighter I have known, but certainly a very remarkable one.

First time I encountered him was at New Jersey on the afternoon that Dempsey fought Carpentier. He was put in one of the preliminaries with Gene Tunney, and was such a greenhorn (both of them, in fact, were voted to be) that some hundred thousand folk just yawned. Some months later Jones looked in at the National Sporting Club to see "Peggy" Bettinson, with the idea of trying his luck here.

Jones was quite decided that he was the King Richard of his profession, and there was this to be said for him, he would have fought anybody or everybody. Albert Lloyd, the Australian, was on the premises then, and Jones met him at The Ring, to be hailed next morning as a human cyclone and a blizzard rolled into one.

#### The Rise of Tunney

In 1921 Tunney was little better an Jones, not as harem-scarem perhaps, but almost as crude as the Canadian, giving no promise of high accomplishments in the near future. But when I come to think about it, I recall that there was something rare and strange in the make-up and general demeanour of Tunney.

I remember that he came to the ringside almost shamefacedly, as if he were terribly conscious of his limitations, as if he feared he would set the crowd roaring at his awkwardness. Maybe that the sureness with which Tunney felt that he had much to learn, and the feeling that he had that the people had all to do with his becoming first heavy-weight boxer of the world.

I have made a special study of Tunney, and these are my impressions of him. Whatever some of his countrymen may say and think of him, I will have him accepted as one of the most remarkable men who ever pulled on a glove. Americans may chide Tunney as they will, I make bold to say that nothing would have kept him from winning the championship.

To a greater degree than any fighter I have known, he has the quality of perseverance. Tunney does not stampede his way through life; he is of the type who have made up their minds on achieving a specific thing, and will not be side-tracked until they have achieved it. His power of concentration is entirely wonderful.

Tunney was far from getting near to capturing the heavy title when Billy Gibson, the pugilistic father of Benny Leonard, the greatest light-weight I certainly have known, took me on one side, and so insistent was he that Tunney could be made into a world beater that from then until now I have followed the career of Tunney with a closeness that probably few have done.

Tunney is infinitely more than an intellectual; he is in every way an astonishing fellow. Some will have it that he is a posturer. I am not that way of thinking. Vain, Tunney; but is there a man in any sphere of life who is not vain?

#### What Gibson Said

By vanity I do not mean trumpeting. I would define vanity in the case of Tunney to mean pride in oneself, an ambition to do that which is worth while. Tunney when he took to fighting for a living realised just as any one of us realises that the business of fighting, unless one is a top notcher, is a cruel business. "Tell me," said he, in effect when he became linked up with Gibson, "what I have to do so that there shall not be a man to beat me, and I will do it if it costs me my life."

Gibson set Tunney to do that which a normal man would not have attempted. "For some years," said Gibson, "you will make little more than your keep. It will be necessary for you to lead the life of a Spartan. You may know no joy for years, and then your success will be on the lap of the gods."

"There is no sacrifice that I am not prepared to make," rejoined Tunney. And if you have followed his career you will have found that until Tunney was matched with Dempsey he was no considerable noise. It is at least a fact that up to then he was not making big money.—"Topical Times."

## SWIMMING

### NORTHERN A.S.A. TO HOLD YET ANOTHER MEETING

The extraordinary situation created at the beginning of October regarding the English Team Swimming Championship, the race for which was held in London on Oct. 3, remains the same. The executive committee of the Northern Counties A.S.A. met at Manchester recently to reconsider the matter, but failed to arrive at a decision. After a lengthy discussion it was decided to adjourn the meeting until a later date.

It will be recalled that the Oldham Police and South Manchester clubs met to decide which team should oppose Plalstow in the final of the Team Championship. South Manchester won, but the Northern Counties Association upheld the appeal of Oldham on the grounds that South Manchester had included in their side an ineligible man.

South Manchester then appealed to the A.S.A. who decided, on the eve of the race for the title that both teams should compete in the final with Plalstow, and referred the matter back to the Northern Counties Association.

The race was swum and, to make matters more complicated, South Manchester won, with Oldham Police second. Thus, the title was temporarily in abeyance, pending the decision of the Northern Counties Association.

Eventually a meeting was called, but then it was found that, as the Oldham Police had not complied with the subscription rules, the appeal could not be proceeded with. The papers regarding the matter were sent to the A.S.A., who directed that a further meeting of the Northern body should be held.

As matters now stand, the position is just as it was two months ago.

## SOCCER

The following will represent the Kowloon 1st XI. v. South China Athletic at Caroline Hill ground on Saturday, kick off at 4 p.m.: Angus; Robson, Pile; Hedley; Easterbrook, Downman; Clemo; Bliss, Spary, McKelvie, Miles.

Reserves: Baldwin, Davies.

The following will represent the Kowloon 2nd XI. v. H.M.S. "Suffolk" on Kowloon Football Club ground, on Saturday, kick off at 4 p.m.: Angus; Moore, Eastman (Capt.); East, Campbell, Nichols; Hannan, McIntyre, Moss, Morgan, Blacklock. Reserves: Waddington, Seddon, King, White.

#### Hong Kong F.C.

The following players have been selected to represent the Club v. China Athletic on the Club ground. Kick off at 4 p.m. on Saturday: Edwards; Holt, Bishop; McBride, Stewart, Watson; Reid, Alexander, Wallington, Trambitzky, Buchanan.

## ARNE BORG AGAIN

Milduras, Yesterday.

Arne Borg broke the Victorian quarter-mile swimming record in 5 minutes 12.2/5 seconds.—Reuter.

A procession, including a five elephant and camel was on the programme for the Chelsea Arts Ball at the Albert Hall last month.

Owing to a defect in the cable to the Isle of Man telegrams from the mainland were one day last month carried by mail steamer.

## MONEY AND SHARES

T.T. on London	2/-
T.T. on Shanghai	78 1/2
Banks	
H.K. Bank	\$1340 b 1350 s & sa
H.K. London Reg.	\$140 1/2 s
Chartered Bank	\$22 1/2 b
Mercantile A. & B.	\$34 1/2 n
Mercantile C.	\$15 1/2 n
P. & O. Bank	\$9 1/2 n
Bank of East Asia	\$96 b
Insurances	
Canton Insurance	\$685 b 690 s
Union Insurance	\$368 b 371 s
North China Insurance	\$160 b
Yangtze Insurance	\$150 n
China Underwriters	\$2 b 2.20 s
China Fire Insurance	\$230 b
H.K. Fire Insurance	\$735 n
Shipping	
Douglases	\$36 b 37 s
H.K. Steamboats	\$26.90 n
H.K. Tugs & Lighters	\$1.40 b
Indo-Chinas (Pref.)	\$50 b
Indo-Chinas (Def.)	\$90 n
Shell Transports	\$97 b n
Shell Transports (new)	\$24 n
Union Water-boats	\$24 n
Mining	
Benguets	\$2.40 b
Kailan Mining Ad.	\$69 7/8 n
Langkats (Comb.)	\$11.60 b
Langkats (Single)	\$6 n
Shanghai Explorations	\$2.90 b
Shanghai Loans	\$3.10 b
Raube	\$5 1/2 n
Tronoh Mines	\$17/8 n
Docks, Wharves, Godowns, &c.	
H.K. & K. Wharves	\$132 1/2 b
H.K. & W. Docks	\$40 1/2 n
China Providents	\$5.10 b
Hongkews	\$162 1/2 b
New Engineering	\$75 1/2 n
Shanghai Docks	\$108 b
Cotton Mills	
Ewo Cottons	\$12.90 n
Oriental Cottons	\$2 n
Shanghai Cottons (Old)	\$165 1/2 n
Shanghai Cottons (New)	\$132 n
Lands, Hotels & Buildings	
H.K. & S. Hotels	\$9.15 b 9 1/2
H.K. Lands	\$56 n
Shanghai Lands	\$165 b
Humphreys' Estates	\$15 b
H.K. Realities	\$3 1/2 b
H.K. Territorials	—
Prince's Buildings	—
Public Utilities	
H.K. Tramways	\$20.60 s
Peak Trams (old)	\$18 s
Peak Trams (new)	\$6.80 n
Star Ferries	\$73 s
China Lights (comb.)	—
China Lights (old)	\$12 1/2 b
China Lights (new)	—
China Lights 1928 issue	—
H.K. Electric (old)	\$63 1/2 b 63 3/4
E'tric (new)	\$52 b 52 1/2
Macao Electric	\$26 1/2 n
H.K. Telephones	\$6.90 s old
	\$6.80 n new
China Buses	\$11 1/2 b
Singapore Tractions	\$11/6 n
Singapore Pref.	\$17/6 b 18/3 s
Sandakan Lts.	\$5 n
Industrials	
China Sugars	\$1.05 n
Malayan Sugars	\$25 1/2 b
Canton Ices	\$3 1/2 n
Cements (comb.)	\$9.60 b
Cements (old)	\$7.80 n
Cements (new)	\$11 1/2 b
H.K. Ropes (old)	\$7.20 n
Hong Kong Ropes (new)	\$7.10 n
United Asbestos	\$5 n
Stores, &c.	
Dairy Farms	\$21 1/2 s
Watsons	\$13.30 s
Der A. Wings	\$80 cts. b
Lane, Crawford	\$3.05 n
Mackintoshes	\$20 n
Sinceres	\$10 1/2 b
Wm. Powells	\$3.85 n
Miscellaneous	
Hong Kong Amusements	\$27 s
Hong Kong Constructions	\$11 1/2 n
B. Ind. G. Bonds	66 1/2 % n
H.K. Govt. Loans	5 % b Prem.

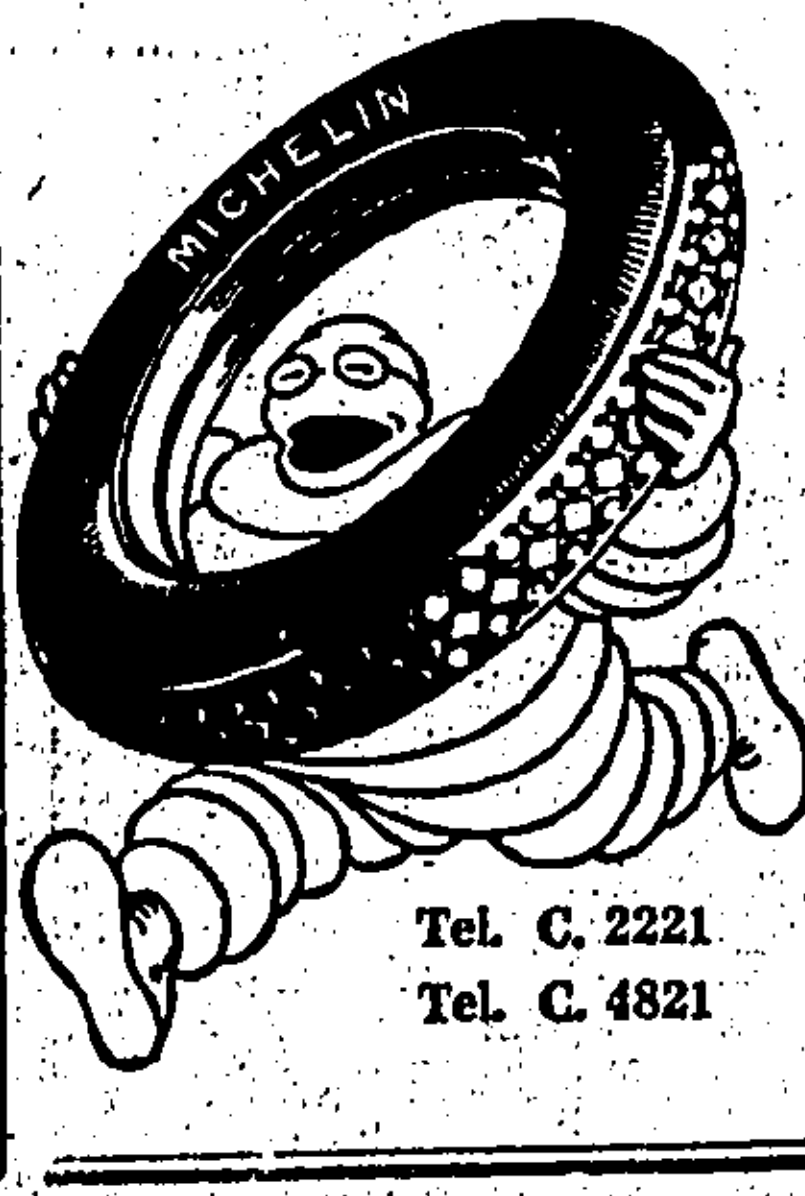
On London	2/-
Bank, wire	2/-
Bank, on demand	2/- 1/16
Bank, 30 days' sight	2/- 1/4
Bank, 4 months' sight	2/- 1/2
Credits, 4 months' sight	2/1
Documentary 4 months' sight	2/1 1/2
On Paris	124 1/2
Credits, 4 months' sight	181 1/2
On Berlin	—
On demand	183
On New York	—
On demand	48 1/2
Credits, 60 days' sight	50 1/2
On Bombay	—
Wire	183
On demand	183
On Calcutta	—
Wire	183
On demand	183
On Singapore	—
On demand	86 1/2
On Manila	—
On demand	97 1/2
On Shanghai	—
On demand	78 1/2
30 days' sight (private paper)	—
On Yokohama	—
On demand	106 1/2
Gold Leaf 100 fine (per tael)	—
Sovereigns (Bank's buying rate)	9.60
Silver (per oz.)	26 1/4
Bar Silver in Hong Kong	2 1/2 % Prem.
Copper Cash	Nominal
Chinese Copper Cents	6 % Prem.
Rate of Native Interest	7 % p.a.
Chinese Sub. Coin	31 % dis.
Hong Kong Sub. Coin Par.	—

## LONDON EXCHANGES.

London, Yesterday.	
Paris	124.10
New York	4.34 1/2
Brussels	34.89
Geneva	25.22
Amsterdam	12.10
Milan	92.65
Berlin	20.415
Stockholm	18.14
Copenhagen	18.18
Oslo	18.19
Vienna	34.50
Prague	183 1/2
Helsingfors	192 1/2
Madrid	23.47 1/2
Lisbon	109 1/2
Athens	87 1/2
Bucharest	80 1/2
Rio	5 29/32
Buenos Aires	47 1/16
Bombay	1/6 1/32
Shanghai	2/6 1/2
Hong Kong	2/0
Yokohama	1/10 18/32
Silver Spot	26 1/4
Silver Forward	26 5/16

—British Wireless Service.

Addressing a meeting in aid of distressed miners at Welwyn in England, George Bernard Shaw said that he looked forward to the time when the world would cease to use coal. He declared it was lunacy to send men into the bowels of the earth to dig coal and advocated utilizing the tides to generate electricity. He contended that the tides of Northern Scotland held potential power to provide ample work for all unemployed.



Let C. 2221  
Let C. 4821

The Ikwanul Maskeen—a charitable Association of Jelutong, Penang, gave a tea party in the compound of the Jelutong Mosque, the guest of honour being Capt. Syed Salleh Alsagoff who was recently made a Justice of the Peace for the Settlement of Penang. Before tea was served, Capt. Alsagoff, on behalf of the Ikwanul Maskeen, spoke of the sterling qualities of Capt. Alsagoff and the many benevolent acts which he has carried out since the formation of the Moslem Association. Advisory Board some 15 years back and of which he was made the Secretary since its formation. He is still a member of the Board.

# WURM'S "STOMACH DOCTOR"

THE BEST BITTER FOR THE STOMACH.

EATING WITHOUT APPETITE:

drink one liquor-glass "WURM" before repast.

FOR DEFICIENT DIGESTION:

drink one liquor-glass "WURM" after repast.

FOR DISORDER OF THE STOMACH:

drink two liquor-glasses "WURM" at all times.

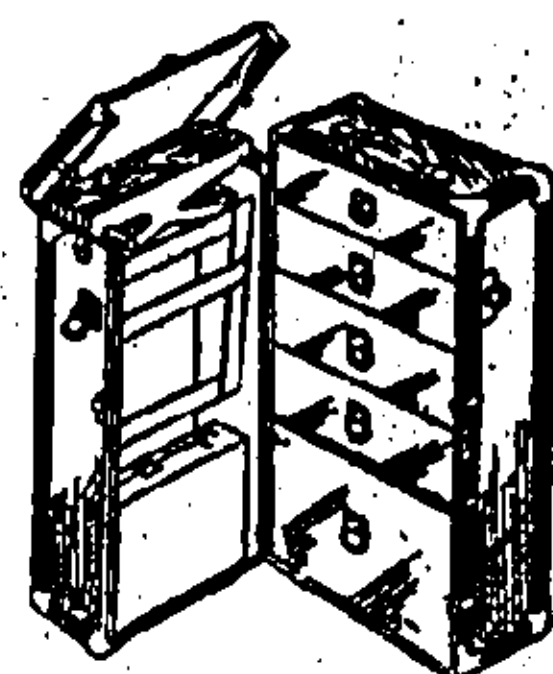
BEFORE DINNER, AND BEFORE GOING TO BED ONE "WURM" IS THE BEST REMEDY FOR ALL DISORDERS OF THE STOMACH.

Obtainable at

THE WING ON CO., LTD.

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# TRUNKS



Moderately Priced.

# YEE SANG FAT CO.

The store that saves you money.

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Successor to the late SIEN TING, 14, D'Agular Street.

TERMS VERY MODERATE Consultation Free.

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MR. R. SHIMIDZU, MRS. S. HONDA.

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## Bookbinders.

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## Electrical Supplies.

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W. S. BAILEY & CO., LTD., Engineers and Shipbuilders, Kowloon Bay. New Work & Repairs. Call Flag "L". Sole Agents for Kelvin Motors.

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LEE YEE, Ladies' and Gentlemen's Hair Dressers and Booksellers. No. 12, D'Agular Street. (opposite Queen's Theatre).

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THE HONG KONG OPTICAL CO. Phone 2282. 53, Queen's Road Central.

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BRINGING UP FATHER.



# WORLD NEWS IN PICTURES.

Vilma Banky



The world famous screen star. She is taking lessons in pronunciation in order to lose her accent for appearances in talking films.

Connie's Next?



Mr. Townsend Nether, a rich young man of Chicago, who, it is authoritatively reported, is soon to become the husband of Constance Talmadge, the motion picture star.

Wardrobe Lost



The Countess de Taurine formerly Mrs. Peal H. Flanagan, deplores the loss of her wardrobe which was seized by French officials following an investigation of a \$4,600,000 "school" which she and other Americans sought to obtain funds for. She obtained her title through the gift to her of an of the Chinese Navy, with Mrs. Miao Ping and the Misses Chang Yuen-ho and Chang Yuen-chu performing the christening ceremony in the presence of a large gathering. Photo shows one of the new cruisers sliding into the water. (Chung Hwa Studio.)

£800,000 In Art For London



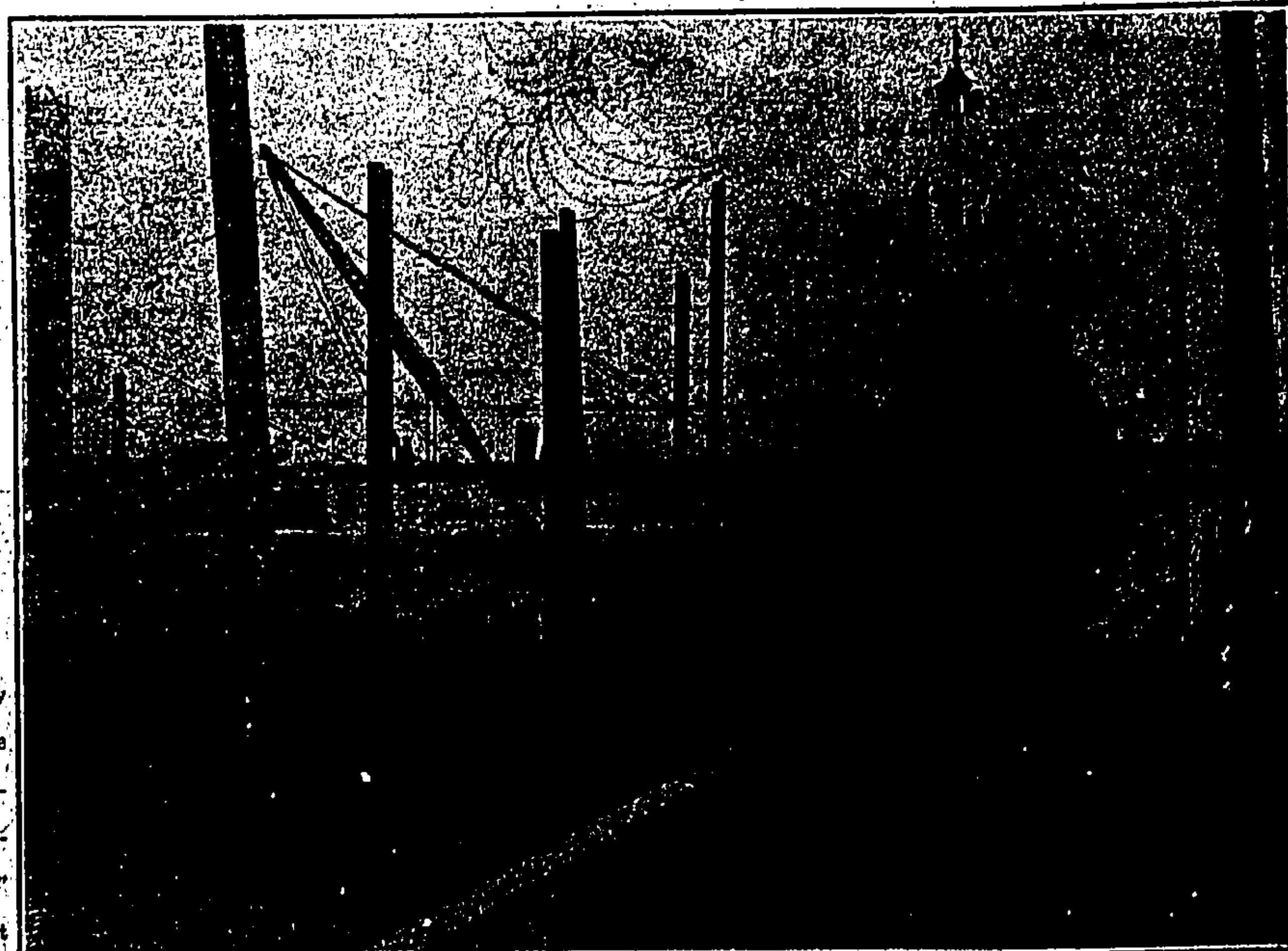
"Head of a Young Girl," by Vermeer, owned by Mr. Mellon (the U.S. Secretary to the Treasury) and "Portrait of a Young Girl," by Franz Hals, owned by Mr. Jules S. Bache. These are two of the sixteen famous masterpieces of Dutch art which are being loaned by American collectors to the great international exhibition of Dutch art in London at the Royal Academy, Burlington House. The sixteen canvases sent from New York to London, were guarded by armed detectives and were taken through the streets of London in an armoured van. They are said to have been insured for more than £800,000 and were shipped at the expense of Sir Joseph Duveen.

In the "Air" History of 1928.



(1) Amelia Earhart, who flew from America to the coast of Wales; (2) Dr. Hugo Eckener, commander of the super-dirigible "Graf Zeppelin"; (3) Baron von Huenefeld, Major James Fitzmaurice (of Ireland) and Capt. Herman Kuhl, who flew from Ireland to Greenby Island—the first east-to-west trans-Atlantic flight; (4) Captains Ferrarin and Del Prete, who flew from Rome to South America, a distance of 4,406 miles; (5) Sir George H. Wilkins, who soared over the Arctic Sea from Point Barrow to Spitzbergen, and (6) Captains Harry Lyons and Kingsford Smith, C. P. T. Ulm and James Warner, who flew across the Pacific Ocean from California to Australia.

Launching of Chinese Cruisers



The Kiangnan Dock in Nantao, Shanghai, was the scene of an interesting ceremony on the occasion of the formal launching of the three Chinese cruisers: "Pahsien," "Fuyien," and "Chiali," built by the Kiangnan Dock to the order of the Chinese Navy, with Mrs. Miao Ping and the Misses Chang Yuen-ho and Chang Yuen-chu performing the christening ceremony in the presence of a large gathering. Photo shows one of the new cruisers sliding into the water. (Chung Hwa Studio.)

Ether Ralston



The popular screen star, who has been acting in a new film with Emil Jannings at Hollywood.

One Day Only



One day of married life was all that Jean Arthur, a screen actress, had before discovering a clause in her contract forbidding her to marry. So she left her bridegroom, Julian Arthur, and returned to the studio. The husband has just obtained an annulment of his marriage.

"Woman Inferior"



Mary Garden, the opera singer, who in Chicago the other day told. Inter-viewers that woman is "inferior to man," and therefore should be careful in adopting a career.

## COUNT THE "MAILS"

THEN LOOK AT THE READER  
AND YOU WILL SEE THAT HE IS A MAN  
WHO CAN AFFORD TO BUY  
WHAT YOU HAVE FOR SALE.

IT IS A QUALITY CIRCULATION  
THAT PAYS.

IT IS FAR CHEAPER TO ADVERTISE  
In a Newspaper That Reaches the People Who Can  
Afford to Buy Than to Advertise in a Paper That  
Reaches People Who Cannot Afford to Buy.

LOOK AT THE READER

Before You Decide Which Paper Shall Carry  
Your Advertisement.

THE "MAIL" CLAIMS

THAT IT REACHES THE BUYER.  
THEREFORE

ADVERTISE IN THE "MAIL."

THE "COUPON" PRESS

Extract from "THE WEEKLY  
SCOTSMAN," Dec. 1.

THE decision of the King's Bench Division in London that one of the football coupon competitions which came before it for judicial pronouncement is illegal under the Ready-Money Football Betting Act is a sad blow to the "Coupon Press," which has to resort to such competitions, free insurance, and the like, to inflate circulation figures. These competitions have unquestionably a most vicious influence. People buy up papers by the dozen in the fond hope that in one guess or another they may hit the correct results. The sales of papers are thereby inflated; but the chances of success to any individual are some millions to one, and wholesale buying of papers is sheer waste.

OUR ADVERTISING EXPERIENCE IS AT  
YOUR SERVICE.

CHINA MAIL OFFICES

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### SAND-LIME BRICKS.

Best machine made bricks.  
Highest tests and uniform qualities.  
For Economy, Quality, Beauty, Durability and  
Satisfaction unsurpassed.

YEE YICK SAND-LIME BRICK CO.,

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## BEWARE OF IMITATIONS



THEY are used by millions of Men who care for a really superior Hat

This hat is the genuine BORSALINO.

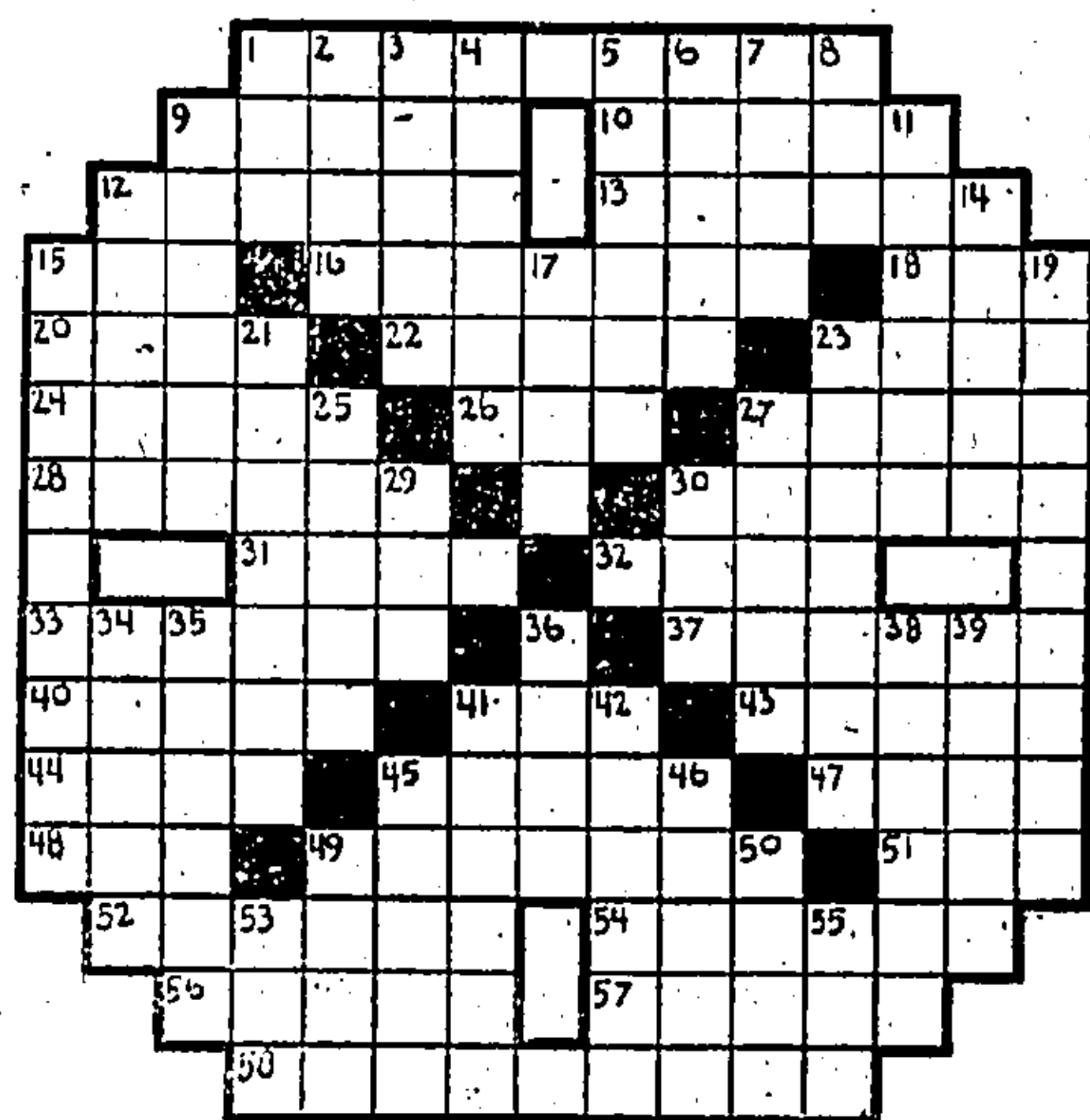
JAPANESE HIGH-GRADE PORCELAIN STORE.  
SATSUMA WARE,  
KUTANI WARE,  
MINO WARE, ETC.

"MIYAJIMA"

27, QUEEN'S ROAD, CENTRAL.  
Ground Floor, Hong Kong Hotel Building.

## DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



## HORIZONTAL

1-Cumy  
6-Decreases  
10-Diander  
12-Missile weapon (pl.)  
13-Head of a newspaper  
15-Perish  
16-Sewing implement (pl.)  
18-French pronoun  
20-Kind of cheese  
22-Guide  
23-Nine inches  
24-Allocated by measure  
26-Sorrowful  
27-To be scanty  
28-Theater attendants  
30-Thinly scattered  
31-Journey  
32-An agent  
33-To review and amend  
37-Contrive  
40-Makes level  
41-Vehicle  
42-Stemlines  
44-Small hoop

## HORIZONTAL (Cont.)

45-Robber  
47-Begone  
48-Abbreviation for called  
49-Changed the place of  
51-Pronoun  
52-Selected  
53-Made a hostile incursion  
55-Elevate  
57-Requested  
58-A member of the Presbytery

## VERTICAL

1-Defence  
2-Prisoner  
3-Borough of Sussex County, England  
4-The entire property of a company  
5-Staggered  
6-Command  
7-Rainbow  
8-Small child  
9-Garland  
11-Solitary player

## VERTICAL (Cont.)

12-Assistant  
14-Horses of dark color  
15-Issues on points of law  
17-Executive officer of college faculty  
19-Personal concerns  
21-Assembly  
23-Subdues by famine  
25-Sediment  
26-Velocity  
28-Extreat  
30-Turf  
34-Afflictions  
35-Pedler  
36-Monks wanderer  
38-Moved slowly  
39-Sedate  
42-Deceive  
43-Pleural of "that"  
46-Sumptuous repast  
49-Agitate  
50-Embarkment  
53-Strikes sharply  
56-Abbreviation for "derivative"

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

## YESTERDAY'S SOLUTION.

CURATE SEARED  
O ELASTANCE  
NABOB A START  
TREE ALL SPAE  
ALL FLEND ERR  
MASTER DLADEM  
IL AT LAB I  
NOETIC ARAGON  
ARM DOGGY USA  
TAPS TEE CIST  
ILAD A RADII  
O RIOTGRARDE  
NEEDER PRISON

## HONG KONG HEIGHTS

For the information of visitors the following list of some of the highest points on the Island and Mainland is published:-

Island.	Feet.
Victoria Peak	1823
Signal Station	1774
St. Parker	1774
Mountain Lodge	1723
The Eagle	1723
Peak Hotel	1805
Tai Koo Sanatorium	1000
Mt. Davis	877
Bowen Road (Alterbada)	297
Tai Mo Shan	8124
Mainland.	Feet.
Tai Mo Shan	3124

## BOYS' CLOTHES

DR. GRAHAM LITTLE ON ORIGINALITY

## WEAK-KNEED PARENTS

Dr. Graham Little, M.P., distributing prizes at Quanton Hall "Weak-Kneed Parents" School, Harrow, said that too many schoolmasters seemed to have the ambition of turning out their boys all dressed exactly alike, and, if they could manage it, all thinking exactly alike.

He had tried to persuade some of the big schools to break the silly custom of dressing up little boys in most uncomfortable clothes, stiff boots, heavy, clumsy suits, and hard hats, all quite wrong things according to medical notions.

## Very Unfair

"It is very unfair that you boys have to suffer these things while your sisters are so much more sensibly and conveniently dressed. But schoolmasters are very powerful. They usually are able to make parents do the things parents don't like, and in this matter of clothes there never was such a weak-kneed race as the parents of to-day.

"Originality is the most precious quality of the human mind; it is that quality which has produced the great thinkers, the great writers, the great inventors, and we used to be pre-eminent in this quality ourselves."

Dr. Little then quoted remarks once made to him by a famous scientist, who said:

"You English people go your own way; you are the most insular and the most aloof nation on earth, and you are often ignorant of what other nations are doing; but you do somehow manage to stumble upon new ideas, perhaps just because you are so mentally independent. It is that mental independence which educationists are concerned to retain as the most precious characteristic of our people."

## Hobbies

Referring to the need of a hobby, Dr. Graham Little said: "Those of you who are blessed with a capacity for musical training may find that a very fruitful pleasure, and its importance is becoming increasingly recognised at the public schools. The great and famous foundation, your near neighbour, Harrow School, has made a notable reputation by the attention which it pays to the cultivation of music.

"I am personally an enthusiast for teaching chess to young boys and girls. That, again, is a game which fosters concentration perhaps more than any other, and which can be played at all times of life, and very happily at the end of life, and it also cultivates valuable qualities of character and mind."

## SAD TRAGEDY

HEADMASTER WHO THOUGHT STAFF WAS DISLOYAL

An inquest was held at Leatherhead Surrey, on Richard Arthur Goodwyn Brooker, aged 44, headmaster of St. James's Boys' School, Weybridge, who was found dead on the railway line.

Mr. Edgar Littlewood, father-in-law, said two years ago Mr. Brooker went to the school, which he gathered, had been allowed to get into an undisciplined state. Mr. Brooker felt it his duty to "bring the school up," and was encouraged to do this by the managers.

He did not do anything personally to have any of the teachers removed, but the inspectors or the school managers insisted that something should be done. What did take place seemed to be a great worry to Mr. Brooker, who thought that the friend of teachers were accusing him of being responsible.

He was a conscientious man who did not like to hurt the feelings of anybody, and when one of the staff resigned on September 30 he worried him very much.

## "Awful Strain"

Mrs. Brooker said her husband told her the strain was awful, and he begged one of the teachers who had resigned to stay on. He thought the whole staff was disloyal. He could not sleep and one morning he said the school was hell.

The first assistant teacher at the school said there had been a lot of trouble. Mr. Brooker tried to tighten up the discipline. A lot of people in the neighbourhood did not like that, and some talked about taking their children away.

He (the witness) heard that some of the boys thought of going on strike when one of the teachers resigned. He did his best to support Mr. Brooker in disciplinary measures, but got a bad reputation for so doing.

The jury returned a verdict of Suicide during Temporary Insanity brought on by worry.

Major-Gen. Sir Reginald Talbot, aged 87, heir-presumptive of his great-grand-nephew, the Earl of Shrewsbury, was last month seriously ill at York Terrace, Regent's Park, N.W.

## 51 NOTES BURNT

WOMAN'S STORY OF LOST LOAN CLUB MONEY

When members of the Diddum Loan Club at Garrett-lane, Wandsworth, S.W., called for their money recently the treasurer, Mrs. Frederick Dunk, stated that £90 in 51 notes of their money was burnt by mistake in her kitchen grate.

Mrs. Dunk is the wife of a coal and wood merchant of Lydden-grove, Garrett-lane, and she has run the club for the benefit of about 100 poor families in the district for the past 14 years.

Mrs. Dunk told a "Daily Mail" reporter that on the previous evening she took out a bundle of notes from a box in which they were kept and counted out £10 to pay a member of the club who had called for her money. She added:

The rest of the £90 in notes were rolled up in a bundle, and I must have put them among a litter of papers, which I was going to destroy. At the time I thought I had put them back in the box. The following morning I took the bundle of papers and put them in my grate to start the fire. The notes were in the bundle.

Mrs. Dunk also stated that the funds of the club in her possession totalled £256 5s. She had paid out the balance of the money to the members and each received a share.

## "A Tragedy to Me"

"I will make good their full shares during the New Year," she said. "I am only a poor woman and cannot pay all the money that is lost at once. All the people trust me. My own shares and those of my husband and family have been used to pay others. This accident is a tragedy to me. My family had no dinner on Christmas Day. Nothing has ever gone amiss with the funds before."

## COMMANDER BOOTH

HER VIEWS ON THE MODERN GIRL

Friends, some of whom have not seen her since she worked in London thirty-four years ago, went to London from all parts to greet Commander Evangelina Booth, the head of the Salvation Army in America, who has gone to England to attend the first meeting of the High Council of the Army, called, in view of the illness of her brother, General Bramwell Booth.

Immediately she arrived she got in touch with General Booth's home on the East Coast, and as soon as he is well enough to see her she will visit him.

Commander Booth has light brown hair flecked with grey, and brushed back from her forehead. Her trim figure is accentuated by the familiar plain blue uniform of the Army. She is a great believer in physical culture, and is an expert swimmer, driver, and tennis player.

For nearly forty years now she has studied every phase of the life of our time, and she is a staunch supporter of the modern girl and the modern boy, too. Miss 1928-29 is, in her opinion, not a bit worse than her forbears were, and not nearly so black-or-pink-as she is sometimes painted. Commander Booth believes strongly in youth.

Nor does she disapprove of short skirts and other characteristics of modern dress, but she disapproves of extremes. The short skirt problem would, she thinks, be solved if the regulation length of nine inches from the ground which they have in the Sal-

## CHIEF OF C.I.D.

THE HON. TREVOR BIGHAM'S APPOINTMENT

## MR. KENDAL'S POST

The King has approved the recommendation of the Home Secretary that

The vacancy in the rank of Assistant Commissioner of the Metropolitan Police, arising from the retirement of Major-General Sir Wyndham Childs, shall be filled by the appointment of Mr. Norman Kendal, a Deputy Assistant Commissioner, to be an Assistant Commissioner.

The Home Secretary has approved the proposal of the Commissioner of Police that Mr. Norman Kendal, on his promotion, should take over the duties hitherto performed by the Hon. Mr. Trevor Bigham, an Assistant Commissioner, and that

Mr. Bigham should assume control of the Criminal Investigation Department in place of Sir Wyndham Childs.

In some respects the appointment of the Hon. Trevor Bigham to succeed Sir Wyndham Childs will be a reversal to a policy formerly pursued at the Yard. He has dealt largely with the many legal problems with which the Yard is confronted, and has also occupied the post of Chief Constable at Scotland Yard. His appointment to succeed Sir Wyndham Childs is appropriate, because he has probably had experience of more branches of the work of the Yard than anyone else.

The Hon. Frank Trevor Roger Bigham is the third, but second surviving, son of Viscount Mersey. Born in 1876, he was educated at Eton and Magdalen College, Oxford, where he took his M.A. degree, and was called to the Bar at the Middle Temple in 1901. From 1909 to 1914 he was Chief Constable of the Metropolitan Police, and in the latter year was appointed Assistant Commissioner. Mr. Bigham is also a magistrate for the County of London.

Mr. Norman Kendal was called to the Bar at the Inner Temple in May, 1906. He joined the staff at Scotland Yard in November, 1918, and has been a Deputy Assistant Commissioner of Police for many years, and previously held the position of Assistant Director at Scotland Yard. He could be described in recent years as Sir Wyndham Childs' first lieutenant.

Prohibition she regards as the finest thing that ever came to America, and she thinks the laws for enforcing it should be tightened rather than loosened.

She has worked among the "hobos" or "down-and-outs" in America, and studied closely the unemployment and other social problems of England. She believes to a large extent in the policy of her father—that of taking families and putting them into some sphere where they can obtain work. There is still much sense in the old slogan, "The landless man for the landless land," and this has been proved in America.

There are six American representatives on the High Council, which consists in all of sixty-four members, representing eighty-two countries and colonies. What is felt regarding the future leadership of the Army is at present a secret. Commander Booth would have gone to England earlier but for reassuring bulletins regarding her brother's health. She was visited by many high officials of the Army recently.

MRS. B. L. MANAHAN SAYS: "I KNOW ABSOLUTELY THAT MY PRESENT GOOD HEALTH AND WONDERFUL VITALITY ARE DUE TO POO ON CHINESE HERBS."

Mrs. B. L. Manahan, Route C, Box 278, Modesto, Cal., U.S.A., says: "I had suffered for nine years with female troubles and gastritis. I was afraid to go to a doctor because they would surely operate on me. Having seen the terrible results of operations on similar cases like mine I did not have confidence in this means of regaining my former good health."

"I continued to grow worse until I was confined to my bed. I was in terrible pain and agony and nothing would give me the least bit of relief. Any food taken into the stomach would invariably turn sour and I suffered greatly from bloating and gas in the stomach. I was unable to do any house-work, and suffered severe pains besides my female troubles."

"I was in San Luis, Ohio, at that time trying a change of climate, but I became so bad that I was nearly forced to return to Modesto, Cal., in an ambulance. I was finally brought to my home in a car. I was in a terrible state of mind, and I was nearly driven to the office of the Poo On Chinese Herbs."

"I was told by the Herbalist that I could be cured by the Poo On Chinese Herbs, and I immediately started taking the treatment. I was in a terrible state of mind, and I was nearly driven to the office of the Poo On Chinese Herbs."

Since taking the treatment I have felt better than I have ever felt in my life and have never had a day of sickness since. I am now living on a ranch, getting up at 5 o'clock in the morning and doing the work of a man. I am positively sure that my present good health and wonderful vitality are due to Poo On Chinese Herbs, and the careful attention of the Herbalist."

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YEE POO LUN, Chinese Herbalist, Manager, Director, Founder of the Poo On Chinese Herbs Co., twenty-five years' practical experience in America, including the sick with Chinese Herbs. Main Office, Modesto, Cal., U.S.A. Hong Kong Office, 66, Queen's Road, Central (1st Floor). Tel. 102-0000. P.O. Box 1000. Daily, 10 a.m. to 12 p.m. 1 p.m. to 6 p.m. Evening hours, 6 p.m. to 8 p.m. by special appointment only. European Lady in attendance.

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# THE MOTORISTS' PAGE

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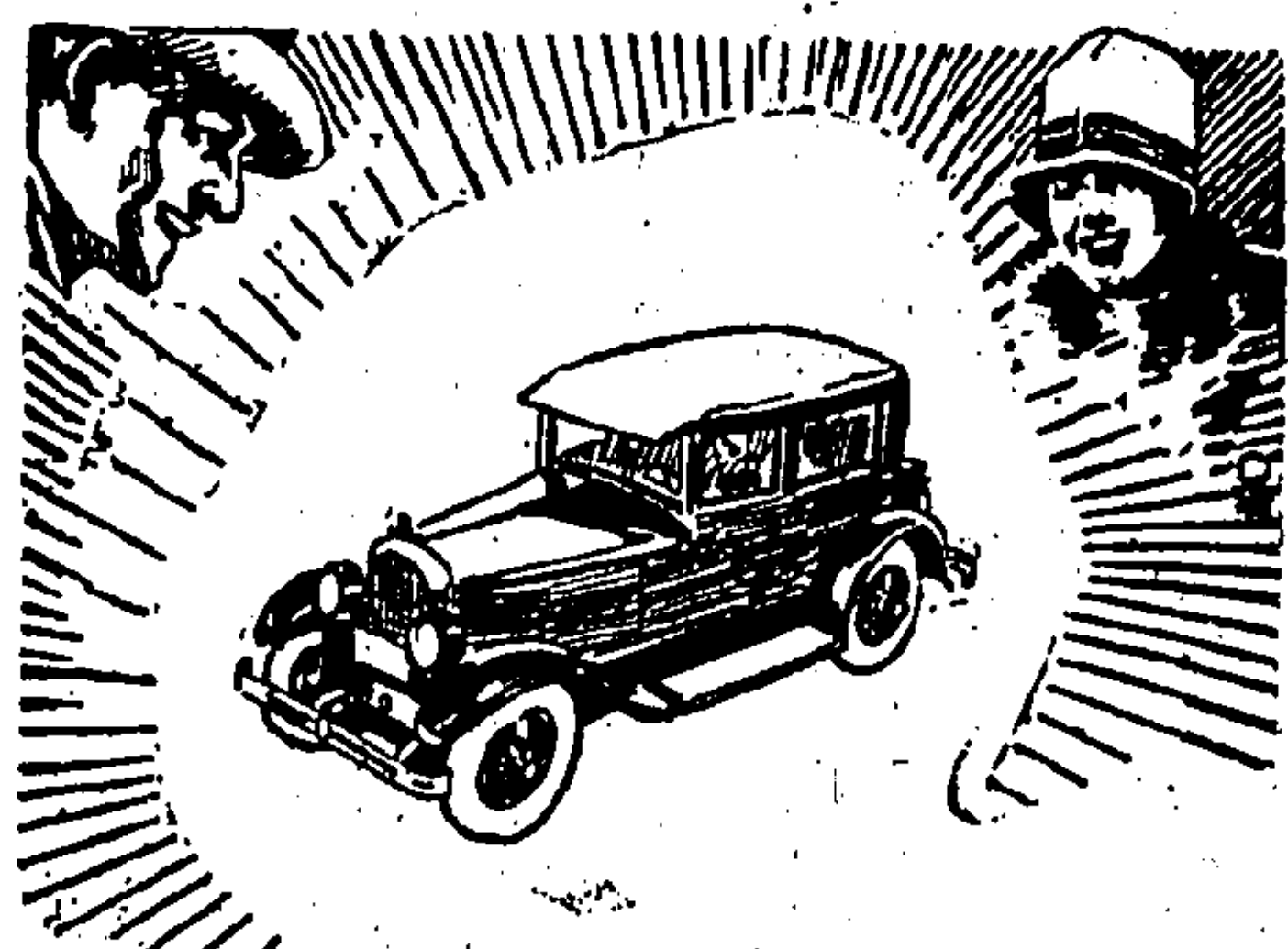
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### SURPRISING PEOPLE

BEST DRIVERS SHOULD BE  
ORGANISTS!

SOME MOTORISTS

By their driving ye shall know them. Or ye shall not know them. There ought to be some connection between driving ability and general ability, between good manners on the road and good manners everywhere else, but, so far as my own observations have gone, there is none. Thus writes the "Evening News" Motoring Correspondent.

There was once a school of thought in Big Business which had a theory, that the way to choose a new Head of a Department was to study his behaviour during a round of golf. What happened if the candidate did not play at all, or was a member of the Walker Cup team, I do not know.

But recently I heard a suggestion that a man's way of driving a car would tell you at least as much about his character as a round of golf with him.

Probably this is perfectly true; it would tell you whether he was heavy-handed or neat in his movements, whether, in fact, he was a good driver or a bad one.

But because he overtakes the car ahead on a blind corner with an inch to spare nobody has any right to believe him the sort of person who would dash in and corner the world's tin-tack market one morning on his own responsibility.

Off-hand I can only think of two drivers who have seemed to me, sitting miserably beside them, conspicuously reckless. One was an artist, the other an actor who specialises in villain's parts.

One of the speediest and most enthusiastic motor-cyclists of my acquaintance has written authoritative books about Einstein's theory. Perhaps miles per hour are his concrete idea of four dimensions and the spatio-temporal interval.

It is not even true that the people who are fond of driving are good drivers, or that good drivers are fond of driving, though it is partly true. Nor are professional drivers either good, or bad, as a class.

London bus drivers are, almost without exception, magnificent. A number of taxi-drivers are amazingly bad, not merely rude or dangerous, but wildly inefficient. Most of these are oldish men who started with horse cabs and have a natural loathing and contempt for machinery; they never wanted to drive cars, and it is a thousand pities that necessity forced them to earn their living by it and simultaneously earn opportunity for a class that contains far more excellent drivers than we London motorists are accustomed to admit.

As for the professional chauffeur, he is a little liable to be a Jekyll when his master is riding in the car and a Hyde when he isn't. At least he knows his business, but there is an exception to every rule. In this case it is a Belgian chauffeur, a clumsy and inarticulate driver who, with all his faults, prided himself on the years' work without an accident of any kind.

This man had the bonnet of his car open one day when the engine was ticking over.

He put his finger on one of the sparking plugs, leapt back in obvious amazement, and exclaimed: "Oh! I got a shock." My own eyes and ears witnessed this performance.

Most racing drivers set a marvellous example of carefulness and consideration on the road.

On the other hand, I could show you the remains of a tree a few hundred yards from Weybridge station. A well-known Brookland driver took the corner in front of it about three times as fast as the laws of dynamics and the road's coefficient of friction permit, and hit it tail first at over 60 m.p.h. The same driver overtook me once at about 60 m.p.h., down hill, in the dark, right on his wrong side of the bend, in Roehampton lane opposite the Convent, when the road was crowded with traffic.

There is some connection between driving manners and professions, according to the insurance companies, who ought to know. Jockeys, undergraduates, licensed victuallers, and R.A.F. officers are professions on their black list of "bad risks." On the other hand, I never heard of any company which offered specially favourable terms to undertakers.

### FIAT SUCCESS

IN AUSTRALIAN HILL  
CLIMB

"ZIG-ZAG" CONTESTS

In the "Zig-Zag" hill climbing contest organised by the Royal Automobile Club of Victoria at Melbourne on October 6, Fiat cars entered and driven by private owners gave a good account of themselves.

In addition to its natural difficulties, the road was rendered particularly dangerous by reason of recent rain and some of the competitors ran into the bank four times in one ascent.

On a time basis a Fiat car owned and driven by Mr. H. Drake Richmond gained first place in the Open Category, Class A, taking 2 min. 16 sec. to make the ascent.

The final classification was calculated on a formula, Mr. Richmond Drake's Fiat being placed first in classes A and B combined, while another Fiat belonging to Mr. Riordan was classified first in Class A for standard stock cars.

Other competing cars were, Swift, Graham Paige, Ford, Oldsmobile, Reo Wolvcrine, Riley, Austin and Darracq.

### SPEED WAR

FIRMS WANT LIMIT  
OF 30

It is being realised everywhere among motor-coach proprietors that the new legal limit of 20 miles an hour is a deadly blow at the system of motor travel throughout the country.

When it was first imposed on October 1, motor-coach proprietors who had built their schedules and their services on an average speed of over twenty miles an hour from terminus to terminus, which meant an occasional speed of thirty-five or forty miles an hour on the open road to compensate for the slow speeds through congested areas said that the new speed limit of twenty miles an hour would be as much a dead letter as the old speed limit of twelve miles an hour.

42 Miles an Hour

A series of prosecutions, convictions, and fines has now convinced them that the Government really intends to enforce it. One proprietor has been fined for travelling at 42 miles an hour, his schedule from York to London showing an average rate of 30 miles an hour.

These convictions have spread something like consternation among the proprietors. Some of them say that they cannot retain their public if such slow speeds are insisted upon.

Mr. Dobbs, an Acton proprietor, and a leading figure in a new association which has been formed to fight this and other pieces of adverse legislation, told "The Evening News" that they were going to press for the immediate withdrawal of this speed limit and the substitution of one of at least 30 miles an hour.

Power of Brakes

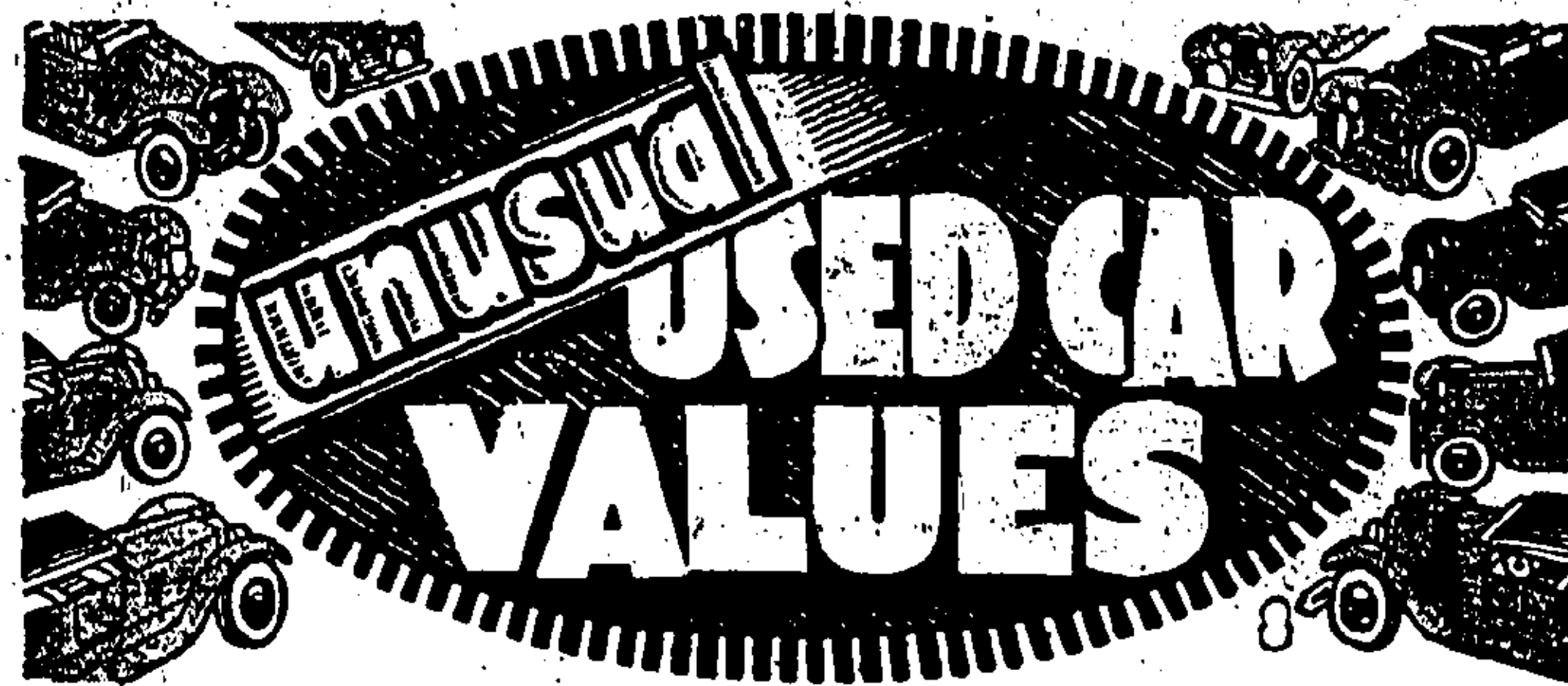
"All our drivers have to pass strict tests before they are allowed to drive. With modern braking and the mechanical superiority of the modern motor-coach, it is as safe for these tested drivers to go at 30 miles an hour as it is for most of the casual private motorists to drive at 20 miles an hour.

We want a co-ordination, a rationalisation of the whole long-distance motor-coach industry, including a revision of the restrictions on playing for hire, and the new association intends to press strongly for these things.

"In it there are already about 70 firms 40 of which are London firms. It is called the British Motor-Coach Service Association, and we hope that it will be a means of bringing long-distance motor travel to a high pitch of firmly established propriety."

and artist's models, who might be expected, to have in their minds a fairly constant fear of death or disfigurement.

If there is any profession which ought to be of great technical assistance in driving a car it is playing the organ. Organists are practised in the skilled co-ordination of different simultaneous movements of hand and foot, and they must be assumed to have a good ear for music, which is unquestionably a great help in the exact timing of gear changes. But I never heard of an organist winning the Targa Florio, or even a gold medal in the London-Edinburgh run.



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MORRIS COWLEY	Touring Car 1924 Model, 5-seater 11.9 h.p. Owner Driven, Mileage 15,000 ..... H.K. \$600.00
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### DOGS

SHOULD MOTORISTS KILL  
THEM?

At last a common-sense judgment has been delivered concerning a subject which has, during recent years, aroused very great controversy.

This decision, which was recently given by Judge Haydon in Ashby-de-la-Zouch, County Court, was the result of an interesting case in which the owner of a valuable whippet dog claimed costs from a motorist under the wheels of whose car it had been killed.

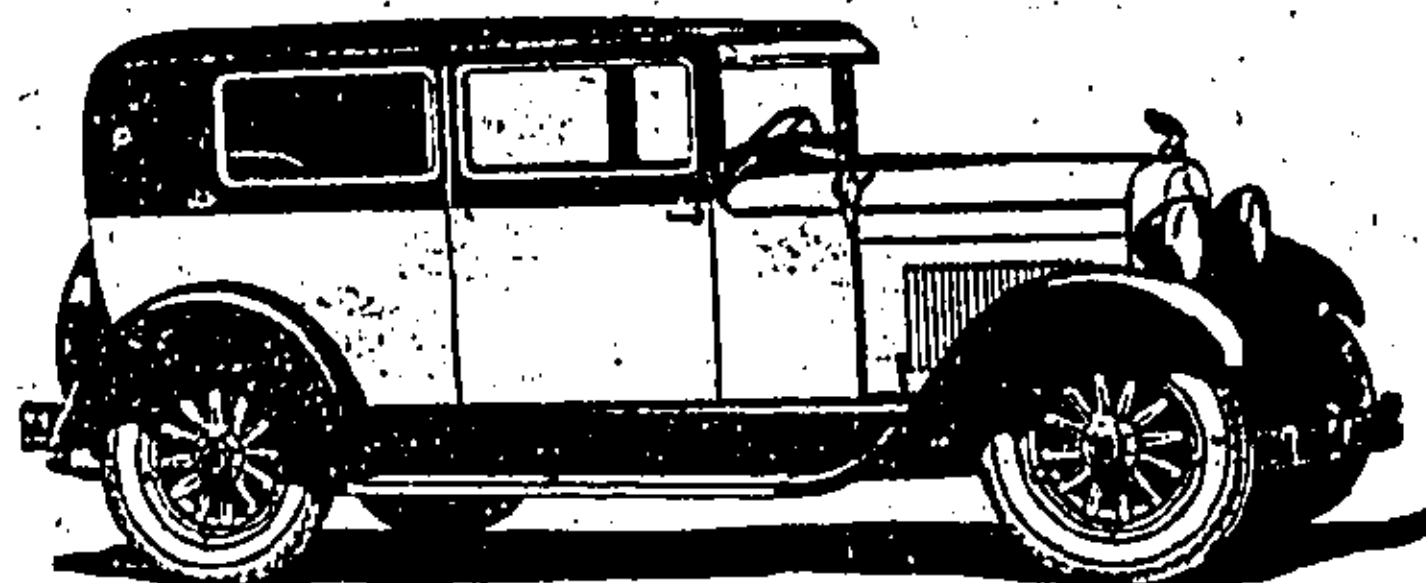
The Judge gave his decision against the owner of the dog and laid it down that motorists cannot be expected to watch ceaselessly for stray dogs which might unexpectedly jump within reach of their vehicles. For owners of dogs to expect such action was, he said, quite unreasonable. It is an indisputable fact that car drivers have infinitely graver responsibilities.

In these days for instance, the motorist using the roads has a tremendous number of things to consider. Other cars both ahead of and behind him must engage his every effort of watchfulness. Possible concealed crossroads, from which totally unexpected motor-cars may suddenly emerge, constantly threaten him with disaster. Traffic police in numerous spots require his undivided attention. Pedestrians both at crossings and in crowded city streets compel him to keep his eyes glued upon them. While last, but not least, the stream of horse-drawn vehicles and cyclists with entirely different speeds and movements from those of his car necessitate his complete concentration on their activities.

In addition to all those, he must keep all his wits about him to drive his own car, in which, furthermore, there may be anything from one to five valuable human lives for whose safety he is directly responsible. In view of these tremendous calls made upon his brain, without even considering the sheer physical strain of driving a heavy motor-car, it is obvious to everyone how fair is the Judge's dictum that he cannot reasonably be expected to try to save the life of every dog which chances to leap in his way.

Unreasonable Critics  
Yet there have always been dog owners ready to pillory the harassed motorist for the heinous crime of occasionally killing a stray dog.

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Surely it is not unreasonable to expect that a dog owner should keep his dog on the leash when heavy motor traffic is about if he thinks it likely that the animal will dash into danger. He has to do this even in public parks.

Motorists keep themselves under leash in having to drive under these conditions. Pedestrians, including the dog owners, also keep themselves on the leash inasmuch as they do not rush blindly into motor traffic with their backs turned to oncoming vehicles, and expect to escape death. Therefore, even the dogs should be kept under control, and if they are not, then owners cannot expect their lives to be considered before those of humans.

Far too many valuable human lives have been risked unnecessarily and lost in this manner. Families have been bereft of only sons and breadwinners. One of the most tragic of such bereavements occurred not long ago near Mowmouth.

when the only son of Mr. Rafael Sabatini, the celebrated novelist, was killed, and his mother severely injured in a smash resulting from his efforts to steer clear of a dog.

Cases do occur, of course, where motorists, driving on open roads, without any traffic distractions to monopolise their thoughts, kill dogs, and either from sheer callousness or abject fear of the consequences fail to stop. Such action is beneath contempt.

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### "WORM-DRIVE"

THE STORY OF THE PIONEERS

#### A CONTRAST

"Pioneers of the Worm-Drive" is a term frequently applied to the firm of Dennis Bros., of Guildford, England, who entered the motor manufacturing industry some 33 years ago.

During the early part of this century they concentrated, almost exclusively, upon the production of pleasure cars of a design that, in those comparatively early days, reached very high standards of both mechanical reliability and personal comfort. In attaining these characteristics a large part was played by the worm-drive that was very quickly recognised as a prominent feature of the chassis.

If one eliminates the various forms of friction transmission that have never gained any measure of popularity for road vehicles, there are left the three main systems of chain, bevel and worm.

At the time of which we are now writing—a quarter of a century or more ago—the chain drive predominated, but for what reason it is difficult to hazard a suggestion. Not only were they exposed to all the grit and rain, being almost invariably unprotected, but they were

stantial pieces of metal alone constitute the essentials—contrast with this the myriad links, rollers and pins of a chain! Its nature enables it readily to be housed in a compact casing that also contains a plentiful supply of lubricant.

The considerations of wear and noise are points that may well be dealt with simultaneously. If gear wheels could be cut with the teeth in perfect accordance with the theoretical idea, they would be silent in running, for the latter are designed to have a rolling motion against each other. But, perfection—being unattainable, there is a very slight rubbing between the two, which, in course of time, becomes gradually more and more pronounced, particularly when both wheels are of steel, as is necessary in bevel-driven back-axes. As, then, the teeth become worn, there will be increased play between the wheels, and instead of the driving load being taken by two or three teeth at a time and gradually transformed to another pair or trio, the entire transmission strain has to be shouldered by a single tooth of each wheel, which, on ceasing to mesh, transfers the burden to the next with a sudden, though slight, impact. It is this impact that causes worn gear wheels to become noisy.

The contrast afforded by the worm-drive is illuminating. To begin with, double reduction is unnecessary, as the number of "starts" on the worm can be varied to give any required ratio, in conjunction with a suitable wheel and the motion is entirely "sliding." It is not essential to have two hard metals together, as must be provided if there is "rolling," and the wheel, therefore, is made of bronze and the worm of hard steel, a combination that, with proper lubrication, is extremely efficient. Finally, whereas in gear wheels, wear leads to impact and a worse distribution of load, in the worm-drive it serves but to increase the working area and to graduate the stress-transference more and more finely.

It was a rational appreciation of these intrinsic qualities that led Dennis Bros., Ltd., to "Pioneer the Worm-Drive," a policy of which the wisdom is abundantly testified. One instance alone is sufficient to indicate the worm-drive's status in the commercial world. Every one of the 'buses' running in London has to pass a silence-test imposed by Scotland Yard, and every one is fitted with the worm-drive.

#### Traffic Sign



The little town of Wanaque, N. J., has a traffic sign which silently and efficiently does its work. It is in the form of a little girl, holding aloft a "slow" sign and stands on both sides of the little school house.

(and still are) composed of a large number of small moving parts. The wear on these was considerably reduced by the provision of chain cases, which formed oil baths, but even so, it was no easy matter to render these cases completely weather proof on account of the relative movement between back-axle and frame, occasioned by the springs. The noise, too, of a chain-drive has never been mastered. And if a chain—an enclosed chain—does break... Perhaps the feature that redeemed it in designers' eyes was its effect in reducing the unsprung weight, as by this system, a back-axle could be of the simplest possible pattern, and, therefore, incidentally, inexpensive to manufacture.

This last-named consideration is an outstanding indictment of the bevel-driven axle. So far, criticism has been levelled against pleasure-cars and commercial vehicles alike, but to turn for a moment to the latter class, one finds that a very much greater reduction between engine-speed and road wheel-speed is called for than is the case with a car. Always alive to the possibility of future developments, Dennis Bros., though not as yet manufacturers of commercial vehicles—indeed, such a thing barely existed—bore in mind the qualities that would be essential, supposing that they should. The back-axle of a commercial vehicle, they foresaw, would have to incorporate a double-reduction, if the drive were to be of the bevel type. This would necessitate a capacious housing of material that, in order to be strong, would have to be disproportionately heavy on account of the requisite thickness. Quite apart from this, there was the cost of the bevels and spur-wheels, which was by no means inconsiderable in the days when machine tools were few and far between. Finally it needed very little experience to show that wear on any of the teeth was sufficient to produce a most unpleasant degree of noise, absolutely opposed to the Dennis ideal of a silent transmission.

It was in these circumstances that Dennis Bros. designed their overhead worm-drive, which they were the first to use in commercial vehicle construction. Of the drawbacks, already outlined, it possessed none. Omitting mention of the differential gear, a feature of all the systems under consideration, one finds that two substantial pieces of metal alone constitute the essentials—contrast with this the myriad links, rollers and pins of a chain! Its nature enables it readily to be housed in a compact casing that also contains a plentiful supply of lubricant.

### FIAT WINS.

ROUMANIAN TRACTOR TRIALS

With a view to popularising the use of mechanical traction in Roumania, which is essentially an agricultural country, important tractor trials were held at Temesvar a short time ago.

Drawing a three-share plough and making furrows to an average depth of about 8 inches, a Fiat Model 700 A agricultural tractor won the contest, being awarded full marks (100) for all-round excellence.

Other competing makes were Renault, Caterpillar, Walls, Hano-mag, International, Fordson, Hart Parr, Case and a Gross Bulldog Diesel Tractor, the marks awarded ranging from 95 down to 29.

In awarding the marks, economy of consumption as well as reliability, ease of operation and power were taken into consideration by the jury, composed of eminent engineers and agriculturists.

So great is the demand for this tractor that the Fiat organisation has had to form a separate subsidiary company to build it, and these tractors are now manufactured under the direct control of Fiat, by the Officine Costruzioni Industriali di Modena. This is still another addition to the great Fiat industrial group which manufactures in its various factories every form of mechanical transport on road, rail, water, and in the air.

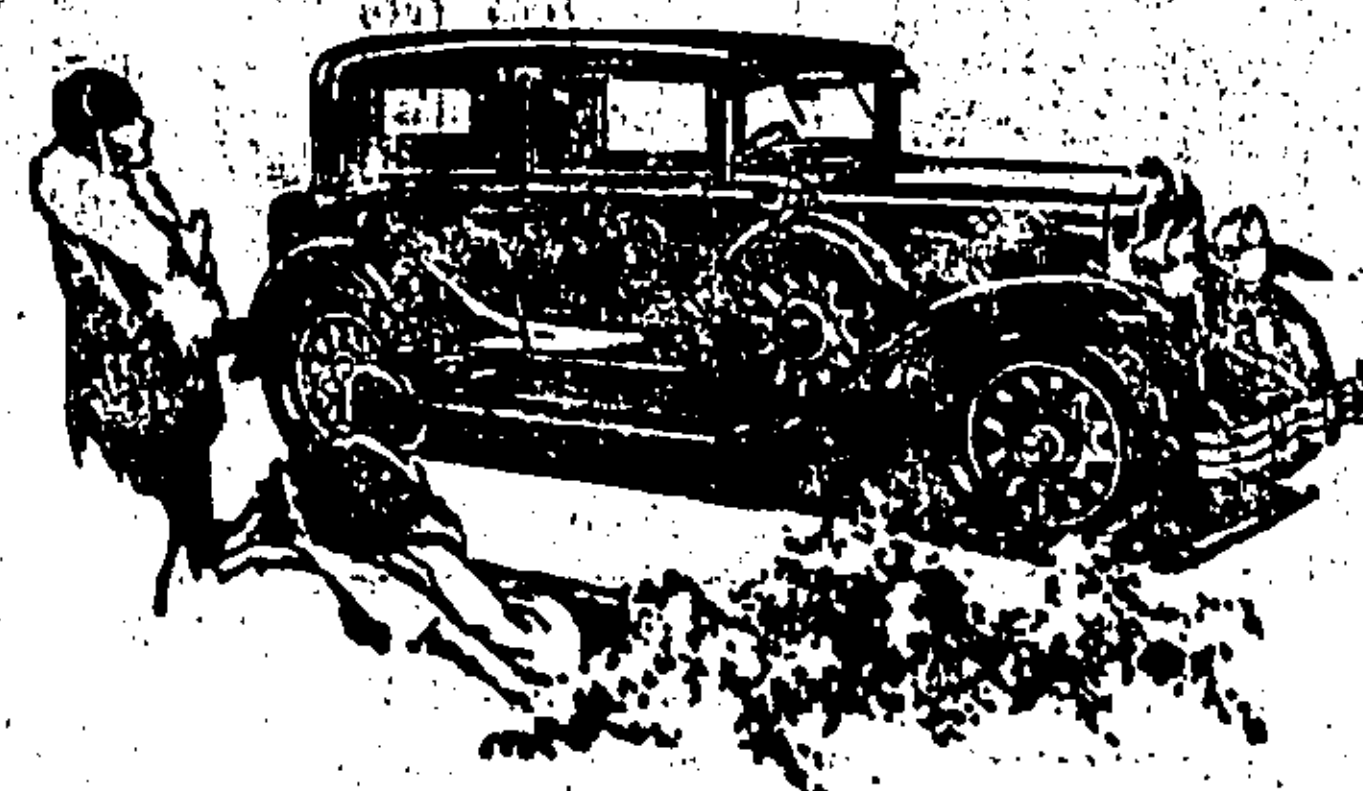
#### SPEED TEST CASE

A test case regarding the speed of motor-coaches was decided at Brentford Police Court, when Messrs. Overington, Harris and Ash, motor engineers, of Regent-street, W., were fined £1 with 5s. costs for aiding and abetting one of their drivers to exceed the speed limit.

One of the firm's drivers, between London and Plymouth had been convicted for exceeding the 12-mile speed limit on the Great West-road, and it was alleged against the firm that they had issued a schedule of times for this journey which compelled the driver to travel at a minimum of 18 miles an hour for the whole journey, including stoppages.

The justices at the first hearing dismissed the case, but the Divisional Court, allowed an appeal by the police and referred the case back to the justices for conviction. The justices, however, on appeal, found the firm guilty of the offence, and the driver was fined £20 for exceeding the speed limit.

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if you want up-to-the-minute smartness—  
there's only one choice... the choice of  
America... the new BUICK with  
*Masterpiece Bodies by Fisher*....

From one end of the country to another—in New York, in Miami, in Chicago, in Los Angeles and all towns between—over-whelming praise for the distinctive beauty of the Silver Anniversary Buick with new Masterpiece Bodies by Fisher!

All agree that here is a new style—a new mode—an entirely different and original interpretation of motor car beauty, forecasting the trend of smart body-design for months to come.

And all are voicing their approval in steadily mounting demand—a demand several times greater than the demand for any other automobile that makes even the slightest bid for comparison with this new Buick!

Thrilling new lines—graceful contours—gently rounded steel panels at sides and hood, the most expensive steel panel work employed on any automobile in the world—lead, matchless charm and beauty to the Buick silhouette.

Vivid new colors—smartly contrasting chrome-plated headlamps and cow-lamps—striking new radiator, fender and bumper design—impact added dash and distinction.

And wonderful new interiors—with new adjustable front seats and full-width rear seats—new velvet mohair upholstery—and the most attractive hardware and fittings—all combine to form ensembles of rare and distinguished artistry. It's the new style—the new mode—in motor cars!

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WHEN BETTER AUTOMOBILES ARE BUILT...BUICK WILL BUILD THEM.

### STYLE TRENDS

AMERICA AND 1929 CARS

#### IMPORTANT CHANGES

Kenosha, Wis.—American automobile manufacturers and the American industry generally will not have to guard against any European invasion of the field of Yankee motor car design and engineering in 1929, but lower prices on cars in volume production on the Continent may be expected to add to American car competition overseas, in the opinion of C. W. Nash, President of The Nash Motors Company, whose return from a tour of Northern European countries and the annual motor exhibitions in Paris and London has brought new light on the always interesting foreign motor car situation.

"Mechanically there has been a marked improvement in European motor car design," he said when summing up his impressions of the two months' tour, which included not only studies of the Paris and London shows, but also inspections of key industrial plants in Sweden, Germany, France and England.

"The American industry is credited with remaining comfortably in advance in this respect and also with developing some of the most important of the mechanical features of the manufacturing year; but to my mind both French and English made cars are better today than they were a year ago, and their manufacturers have been able to considerably reduce prices of the cars that are produced in volume."

One of the most important changes noted lies in the trend of the European coach-work.

"The bigger manufacturers in Europe and we in America are thinking more nearly along the same lines of design this year than ever before," Mr. Nash pointed out. "I have never been more pleased with our own Salon body design and the general charm of the '400' Series cars than after viewing the best efforts of European coach builders at the Paris and London exhibitions. The general trend of the most popular European design follows the Salon lines as far as moulding treatment, length, lowness and grace is concerned. It also parallels our development in composite body building, which makes hardwood complement steel and steel strengthen hardwood in the '400' models. It is no small satisfaction to realize that our body builders and artists of Europe are of one mind in the matter of 1929 styles."

"A year ago at the Continental shows the fabric body was an important feature. This year few fabric bodies were seen while steel and wood construction had come into its own. Excellent work has been done in tailoring and finish by the European builders. The show cars revealed many advanced and pleasing ideas in colouring and interiors were more luxurious than in former years.

"American made machinery is now turning out cars for the volume producers of Europe, and the straight-line production system has taken the place of the old and tedious European methods which elevated production costs for so many years. Manufacturers overseas have done considerable organizing for their protection in European markets. In England, particularly the high import duties, coupled with almost prohibitive horsepower taxes and the high cost of automobile fuel, give the English industries an advantage over American manufacturers that may be computed as approximately a fifty per cent. handicap.

"It is particularly interesting to note that in France the pressure of American made six cylinder cars has compelled the French manufacturers to go to the six. French buyers are no longer content with the low powered four cylinder cars they have nursed over the highways for years. They are tired of having to shift gears in order to mount the smallest rises in the ground; and the volume producers have brought out six cylinder models in order to meet the national demand. In the big motoring centres American car advancements are keenly felt. Our motor efficiency has awakened the public to new values and has also awakened the overseas makers to a realization of their need for immediate manufacturing improvements.

"It is hard to put the finger on any other outstanding feature of either the Paris or London shows. I liked the English exhibition best. It was staged better than that in Paris and held more displays than our own national shows. Fifty body builders had separate displays in London and the show committee went to unusual lengths in decorating their buildings and making every display distinctive and interesting."

#### CLEANING DYNAMO BRUSHES

It is wise occasionally to remove dynamo brushes and to clean them, and the commutator segments. In most dynamos the brushes are held in their guides by spring triggers. By raising the trigger with the forefinger the brush can be withdrawn, being careful not to pull off the flexible stranded-copper lead. Stray carbon may be removed from the commutator by a soft wad on the end of a pencil.

### LUXURY CAR

DOES OVER 100 MILES PER HOUR

Another indication of the steadily increasing use of motor cars is evidenced in a recent record-breaking driveaway from the Whyte-Overland factory at Toledo, Ohio, U.S.A. While 2,116 freight shipments were handled in the usual manner, destined for delivery in all parts of the world, 815 cars were turned over to dealers who had come from territory within 250 miles of the factory rather than wait for the slower method of taking delivery by freight.

Advance designation of orders for all these cars were in the hands of the driveaway delivery division and papers arranging for the taking of cars by the dealers were prepared in anticipation of their arrival. Installation of equipment, both regular and special, in accordance with the dealers' orders was also taken care of in advance of the coming of the men who were to drive the cars away, which introduced an element in the factory shipping division which is ordinarily taken care of by the service department of the dealer's own organization.

Installation of dealer's local licence plates and arrangements for payment of the cars as they were turned over, as well as the lining up of the cars to avoid confusion in delivery, are all problems which are increasingly important as driveaway of new cars assumes such gigantic proportions.

How well these many details are handled is clearly shown by the fact that ten hours after the first car in the driveaway of 815 cars rolled away under its own power, the last of this new record number was on its way to its final delivery.

#### CARRYING A FUNNEL

Useful as it may be to carry a small petrol funnel on the car, many owners do not do so on account of the difficulty of accommodating one in the tool locker.

An excellent plan is to clip the funnel to the front of the dashboard, where it is not likely to be damaged and will be quite out of the way until wanted. A strip of sheet metal should be bolted on to the edge of the funnel and bent over. A second metal strip may then be bent to receive the first and secured to the dash, while a short leather strap, also attached by means of screws, should be arranged to accommodate the funnel. The idea is quite simple to carry out, and the materials suggested are usually to be found lying about in the average private owner's garage.

### TOURING TEST

WON BY GRAHAM-PAIGE

A most exceptional record was made by Graham-Paige models in the Washington-Luis Touring Test in Brazil. This is the test which has been inaugurated by Washington Luis, President of Brazil, and is held under the auspices of the Sao Paulo Good Roads Association and covers a course of 1,200 Kilometres from Sao Paulo to Rio de Janeiro, thence to Petropolis and return. It is a four days' run under touring (not racing) conditions, each of the contestants' cars carrying at least four, and some of them five passengers over a road course which is none too good. This test is very closely supervised and checked at several points of observation and the scoring is on a basis of economy in fuel consumption and freedom from troubles usually experienced by the motor-ists.

In this year's contest fifteen cars entered, thirteen of which were American, and two of them European. In all there were four events, Graham-Paige taking first place in each of them.

The much coveted Washington-Luis trophy cup went to Roberto Thiry, piloting a Graham-Paige model No. 614, for the best total score of all contestants in each class.

Despite adverse road conditions, the running time was better than that of the best railroad service.

#### TOOL-BOX RATTLE

Some old cars are fitted with tool-boxes or battery cases the lids of which are held down by books and staples. These do not always make a secure fixing, and after a while the lids rattle.

To prevent this it is a good plan to substitute for the books and staples a proper lock and key. These locks, which are quite small, can be obtained from any accessory dealer. Wood screws should be used for fixing.

**SPEED  
BEAUTY  
SERVICE**

**PONTIAC**



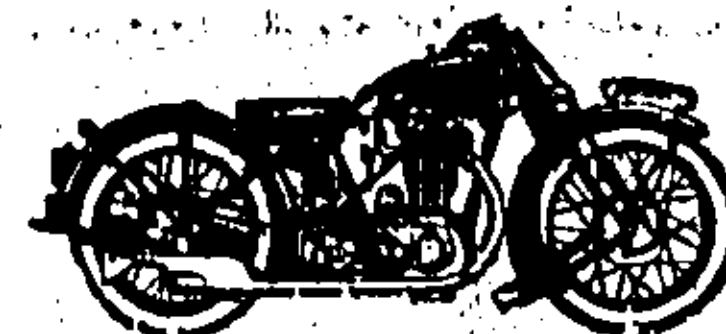


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# China Mail

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HONG KONG, THURSDAY, JANUARY 31, 1929.



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"AUTOLYCUS" 13th Feb. New York, Boston & Baltimore  
"LAOMEDON" 8th Apr. New York, Boston & Baltimore

### INWARD SERVICE.

"DOLIOS" Due 31st Jan. For 8hai, Kobe, Yokkaichi & Y'hama  
"CALCHAS" Due 2nd Feb. For 8hai, M. J. Kobe & Yokohama

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### POST OFFICE NOTICE.

It is hereby notified that on and after 30th January radio-telegrams will be accepted for transmission to Swabue at \$0.30 per word. The receiving station will collect the charge due to its Service.

### INWARD MAILS.

From	Per	THURSDAY, JANUARY 31.
Japan	Anyo Maru	1.
U.S.A., Canada, Japan, Shanghai and Europe	President Cleveland	1.
via Siberia (London, 12th Jan.)	Autolycus	1.
Straits and London (Parcel Mail, London, 20th Dec., 1928)	Morea	4.
Shanghai and Europe via Siberia (London, 9th Jan.)	Hosang	4.
MONDAY, FEBRUARY 4.		
Straits	Chicago Maru	4.
Japan	Tanda	4.
Australia and Manila	President Lincoln	4.
TUESDAY, FEBRUARY 5.		
Shanghai	Philoctetes	5.

### OUTWARD MAILS.

For	Per	THURSDAY, JANUARY 31.
Saigon	Borneo	3.30 p.m.
Manila	Radnor	3.30 p.m.
Sam Shui and Wuchow	Pook On	4 p.m.
Amoy	Takada	5 p.m.
FRIDAY, FEBRUARY 1.		
Japan, Honolulu, & San Francisco	Anyo Maru	10.30 a.m.
—due San Francisco, 8th March	Tehekam	10.30 a.m.
Fort Bayard	Halyang	Noon
Swatow, Amoy and Foochow	Macedonia	1.30 p.m.
Shanghai, Japan and Europe via Siberia	Tonkin	1.30 p.m.
Haiphong	Arafura	4.30 p.m.
Manila, Sandakan, Australia and New Zealand via Thursday Island—due Thursday Island, 16th Feb. Parcels Noon. Registration 1.45 p.m. Letters 2.30 p.m.	Chungkong	4.30 p.m.
Tourane	Kiukiang	5 p.m.
Saigon		
Straits, Ceylon, India, Mauritius, E. & S. Africa, Bombay, Aden, Egypt & Europe via Marseilles—due Marseilles, 1st March. Parcel (Feb. 1) 4.30 p.m., Registration (Feb. 2) 9 a.m., Letters (Feb. 2) 10 a.m., G.P.O. Parcels (Feb. 2) 5 p.m., Registration (Feb. 2) 9.45 a.m., Letters (Feb. 2) 10.30 a.m.	Morea	2.
Saunders and Calcutta. Parcels 10 a.m. Letters 11 a.m.	Fook Sang	4.30 p.m.
Manila	President Cleveland	4.30 p.m.
Shanghai, Dalny and Europe via Siberia	Mangchow	5 p.m.
Bangkok via Swatow	Kaigan	9 a.m.

\*Correspondence bearing vessel's name only.

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### BRITAIN AND AFGHAN PUZZLE

#### A STATEMENT NOT QUITE SURE ABOUT AMANULLAH'S STATUS NO INTERFERENCE

London, Yesterday.  
In the House of Commons Mr. J. H. Thomas asked for a statement as to the British attitude towards the situation in Afghanistan.  
Sir Austen Chamberlain in reply, said the Government had no intention of interfering in internal affairs by supporting or assisting any contending parties. They earnestly desired to see the establishment of a strong central Government and were prepared, when such was established, to show friendship to the Afghan people by giving all possible assistance towards reconstruction and development of the country.  
He added that Amanullah had formally announced his abdication to Britain. Consequently until it was clear that notwithstanding the abdication, the people of Afghanistan would generally regard him as their King, Britain was unable to regard his Government as the rightful Afghan Government.

One Plane Missing  
New Delhi, Yesterday.  
It is authoritatively learned that only one Victoria troop-carrying aeroplane which started from Peshawar for Kabul yesterday is missing. Reconnaissance machines have failed to trace it. A Hindustan machine which started with the troop-carrier landed safely at the aerodrome at Kabul but was held up owing to the lack of spare-plugs. Two more Victoria machines, due at Kabul to-day are held up by bad weather.

Friendly Relations  
The Foreign Office at Kabul has reopened and is understood to be maintaining friendly communications with all legations. All foreigners are courteously and impartially treated. Afghan officials in India are in a very difficult position as they are receiving contradictory instructions in regard to the supply of lorries, the sending of remittances, etc., from three conflicting Governments, viz., Kabul, Kandahar and Jallalabad.—Reuter.

### COSMIC PHILOSOPHY

#### EINSTEIN PUBLISHES NEW WORK

Berlin, Yesterday.  
At the price of one mark Prof. Einstein has published a new work on which he has been engaged for a decade. It consists of a six-page pamphlet, "Zur Einheitlichen Feldtheorie," and is believed to embody a new and comprehensive cosmic philosophy. Its terminology and abundant mathematical formulae are incomprehensible to the ordinary layman and are described by an eminent scientist as a "very hard nut to crack," requiring careful study by an expert mathematician.—Reuter.

### WARRANT OUT

A warrant has been issued for the arrest of a Chinese named Wong Yat-cho on information given to the police by Chan Yat-ming, manager of the Kwan On pawnshop, No. 87, Hollywood-road.  
The allegation against the "wanted" man is fraudulent conversion of the proceeds of the sale of two diamond rings worth \$1,080, the property of the pawnshop, at which the man was employed as a fold.

### ARCHITECT'S FEES GETS JUDGMENT AGAINST A CLIENT

#### THE WAY A HOUSE FACED

Mr. William Thom, architect, No. 6, Queen's-road Central, was successful in his suit for \$700 in the Summary Court against a client, judgment being delivered by his Honour the Puisne Judge (Mr. Justice Jacks) this morning.  
Defendant was Mr. Cheng Tze-yuen, Wang Yip Co., No. 12, Caroline-road.

Mr. J. M. Hall was for Mr. Thom and Mr. F. X. d'Almada defended. His Lordship read his judgment as follows:—  
This is a claim by an architect for professional services rendered in connection with the preparation of plans for levelling New Kowloon Inland Lot No. 615 and erecting a dwelling house thereon.

\$200 Paid into Court  
The plaintiff appears to have no satisfactory record of the instructions he received from time to time. His plans bear no dates or notes relating to approval or otherwise, but the defendant admits instructing him to prepare plans for his approval and has paid \$200 into Court in respect of that part of the claim which relates to the formation and levelling the site for the proposed dwelling house.

The plaintiff prepared tracings in accordance with a sketch put before him by the defendant which he contends that the defendant approved whilst the defendant denies having approved the same.  
The plaintiff has put in the drawings which he prepared. I do not believe he would have gone to the length of preparing these had his tracings not been approved. Neither do I believe that he would have prepared contract plans had his drawings not been approved. Such a course would have been sheer waste of time.

Conflicting Evidence  
The evidence was conflicting but I believe the architect prepared plans according to his instructions and that his plans were approved.

It was contended by the defendant that the drawings were for a building which was too large for the area available but I find on sealing them that this is not so. The house shown on the drawings does not exceed an area of 4,000 square feet according to scale.

I do not believe that this was the reason for the defendant's disinclination to proceed.

The lot originally had an area of 4,800 square feet which was subsequently extended to 7,200 square feet. The plans prepared for levelling the site show this enlarged area together with retaining walls and surface drains. These were obviously prepared after the extension had been decided upon.

The Orientation  
The defendant at some time had discovered that the orientation of the house as shown in the drawings did not please him but this would not render the plans useless provided sufficient area was available.

The defendant in this evidence in chief admitted that he wanted an extension in order that the house might be turned to another position. The extension was granted. So this seems no reason why he should not have approved the plans and proceeded with the work.

I believe the reason the work was not proceeded with was that the cost was heavier than the defendant anticipated and that he subsequently decided to erect something less ambitious.  
The claim seems to me a reasonable one for the amount of work done. I give judgment for the plaintiff for \$500 and costs. The \$200 paid into Court may be paid out to the plaintiff.

### COST OF A CHANNEL TUNNEL

£30,000,000

#### SCHEME OUTLINED AT MEETING IN LONDON

#### COMMITTEE APPOINTED

London, Yesterday.  
Over one hundred members of Parliament attended a channel tunnel meeting in the Commons.  
Baron D'Erlanger estimated the cost at £30,000,000, including a drainage tunnel 12-feet in diameter, which could be built, the first to take two and a half years and then complete the twin tunnels from coast to coast, 20 feet in diameter, to take four years.  
Sir William Bull said there would be two companies, one English and the other French and a third holding company with the League of Nations interested. An Executive Committee was appointed to examine all objections.—Reuter.

### CHINA AND JAPAN

#### TARIFF NOTES NOT TO BE PUBLISHED

#### FORMAL RECOGNITION

Peking, Yesterday.  
In reference to the Japanese agreement as to the new Chinese Tariff, Reuter learns that the Japanese intended to publish the notes which had been exchanged, but the Chinese authorities requested that they should not be published. The Japanese Government has agreed, and has wired to Peking accordingly, and therefore nothing will be published at present. The reason why the Japanese Charge d'Affaires, Mr. Hori, is signing, is because Mr. K. Yoshizawa (the Minister) is still technically on leave.

#### Recognition Soon

Shanghai, Yesterday.  
"The prospects of the Sino-Japanese negotiations are quite bright," declared Mr. Yoshizawa when interviewed on his arrival at Shanghai from Nanking this evening.

He said he "clearly recognised" the sincerity of the National Government in its desire for the restoration of normal relations between China and Japan. He confirmed the report that no final agreement had been reached as regards the Tsinan Incident, but (he also said) an amicable solution could be expected, as "both parties are firmly determined to do their utmost for that purpose."

He added that questions relating to Manchuria and Mongolia had hitherto not been brought up, and concluded:—"It is more than probable that the Japanese Government will announce formal recognition of the National Government at an opportune time in the near future."—Reuter.

### PUISNE JUDGE BACK

#### MR. JUSTICE WOOD TO SIT TO-MORROW

His Honour the Puisne Judge of Hong Kong (Mr. Justice Wood)—in whose absence Mr. P. Jacks, Land Officer and Registrar of Marriages, has been officiating—returned to the Colony to-day by the P. & O. s.s. "Macedonia" from long leave at home.

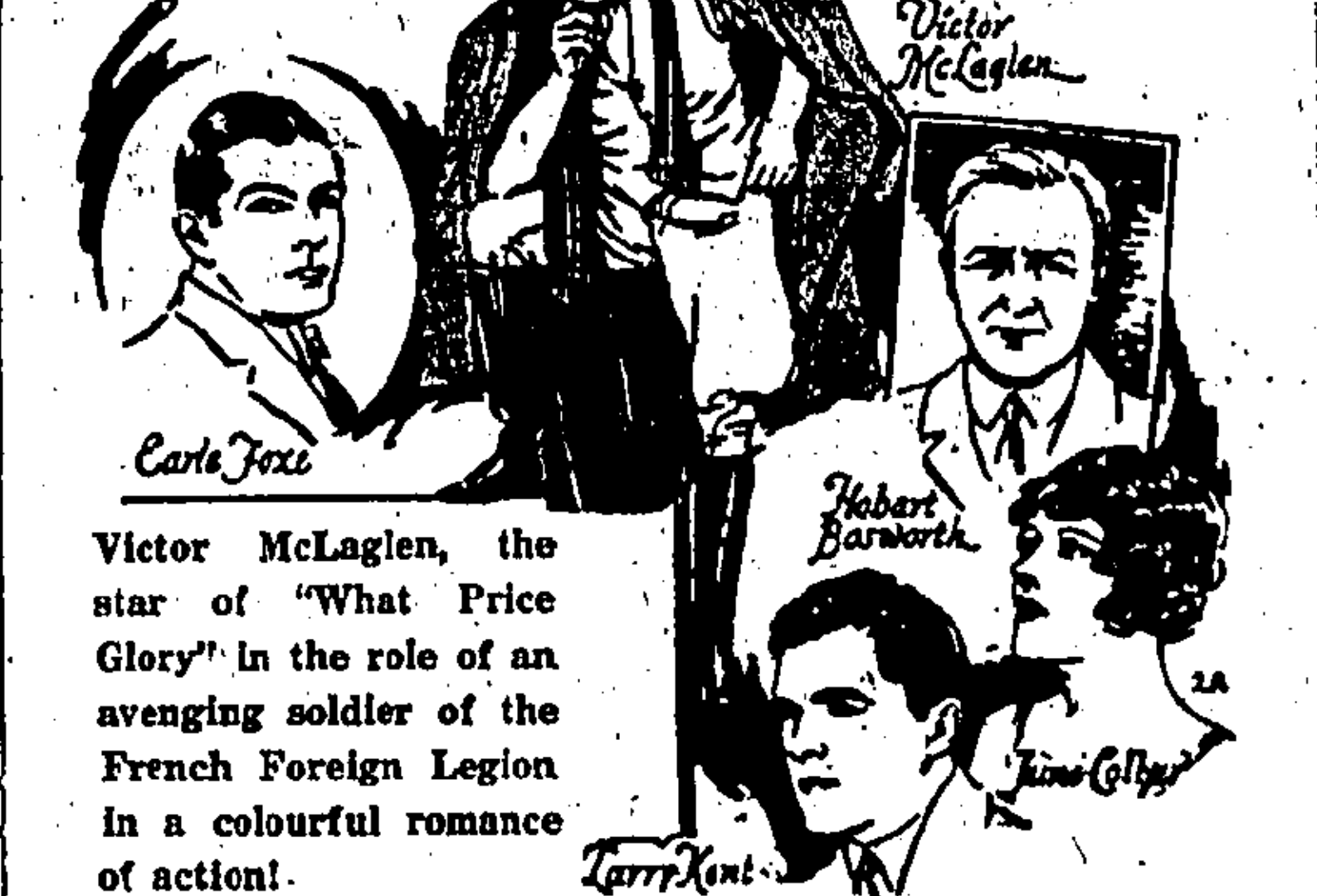
This morning, Mr. Jacks delivered a written judgment. To-morrow, Mr. Justice Wood will sit in Summary Jurisdiction, for the "Friday hearing list." On Monday his Lordship will preside in the last trial of the January Criminal Session.

#### Forged Notes Case

The "forged bank notes and conspiracy" case in the January Criminal Session was resumed this morning before his Honour the Chief Justice (Sir Henry Gollan, C.B.E.) and a jury. Mr. E. R. Dovey, Government Analyst, gave evidence about certain materials for printing, photography, etc., delivered to him and seized by Det. Sgt. Whant in a raid. Mr. Dovey said that the materials were the same as those used in certain bank notes which are alleged to have been forged.

Mr. Somerset Fitzroy, (Assistant Attorney-General) is prosecuting. Mr. Leo d'Almada e Castro, Jr. (Instructed by Mr. Leo d'Almada e Castro, Sr.) is defending Obaui Hoi, one of three men who are charged together with a woman.

## WILLIAM FOX HANGMAN'S HOUSE



Victor McLaglen, the star of "What Price Glory" in the role of an avenging soldier of the French Foreign Legion in a colourful romance of action!

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At 5.15 & 9.20 p.m.

### NORMAL NOW

#### JAPANESE CONCESSION AT HANKOW

#### SHIPS BEING DISCHARGED

At is quiet in the Japanese Concession at Hankow, states a Royal Naval communiqué. Ships are being loaded and unloaded and there is little change from the conditions of the last twelve months.

The foregoing indicates absence of activity by the anti-Nippon Society, whose pickets were busy recently in the attempt to isolate the Japanese Concession.

#### TIDE TURNS

#### LIU HSIANG FALLS BACK ON CHUNGKING

The tide appears to have turned, literally, in the military situation along the Upper Yangtze River, in the east of Szechuan province.

It is reported from Chungking (the Treaty port 1,400 miles up the River) that an ally of General Yang Sen has reappeared at Wanshan, which was lost recently to General Liu Hsiang, the holder of Chungking. It is also stated that Liu Hsiang's forces are being driven back on Chungking by Yang Sen (who disappeared after his last defeat) and his ally.

### "HSINWAH" INQUIRY

(Continued From Page 1.)

called the Captain. He could have gone for the Captain without the witness seeing him as there were two companion ladders, and the farther one was out of witness' sight. In the ordinary way when the Captain had to be called, the officer went himself.

#### The Ship's Course

The witness was still in the wheel-house at 2.30 a.m., but previously he had been for a time in the boys' room. He was in the wheel-house when the ship struck. Witness did not notice any change of course before the ship struck, and as far as he knew he had not changed her course.

Asked by the Coroner if before the ship struck he had any idea that she was in danger, the witness replied that he did not consider that she was in danger.

Coroner: I mean immediately before the struck when you could see the light, did you anticipate any danger?—I could not see ahead from the wheel-house, so I did not anticipate danger.

#### "Hainwah" Victim?

The body of a Chinese male, believed to be one of the victims of the "Hainwah" disaster, was picked up at 9.30 last night by fishing boat No. 208-HA, in Aberdeen harbour. It was removed to the public mortuary.

### TO-DAY & TO-MORROW

at 2.30, 5.20, 7.15 & 9.15 p.m.

### LON CHANEY

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